AMERICAN ATLAS.

A New American Atlas

CONTAINING

MAPS

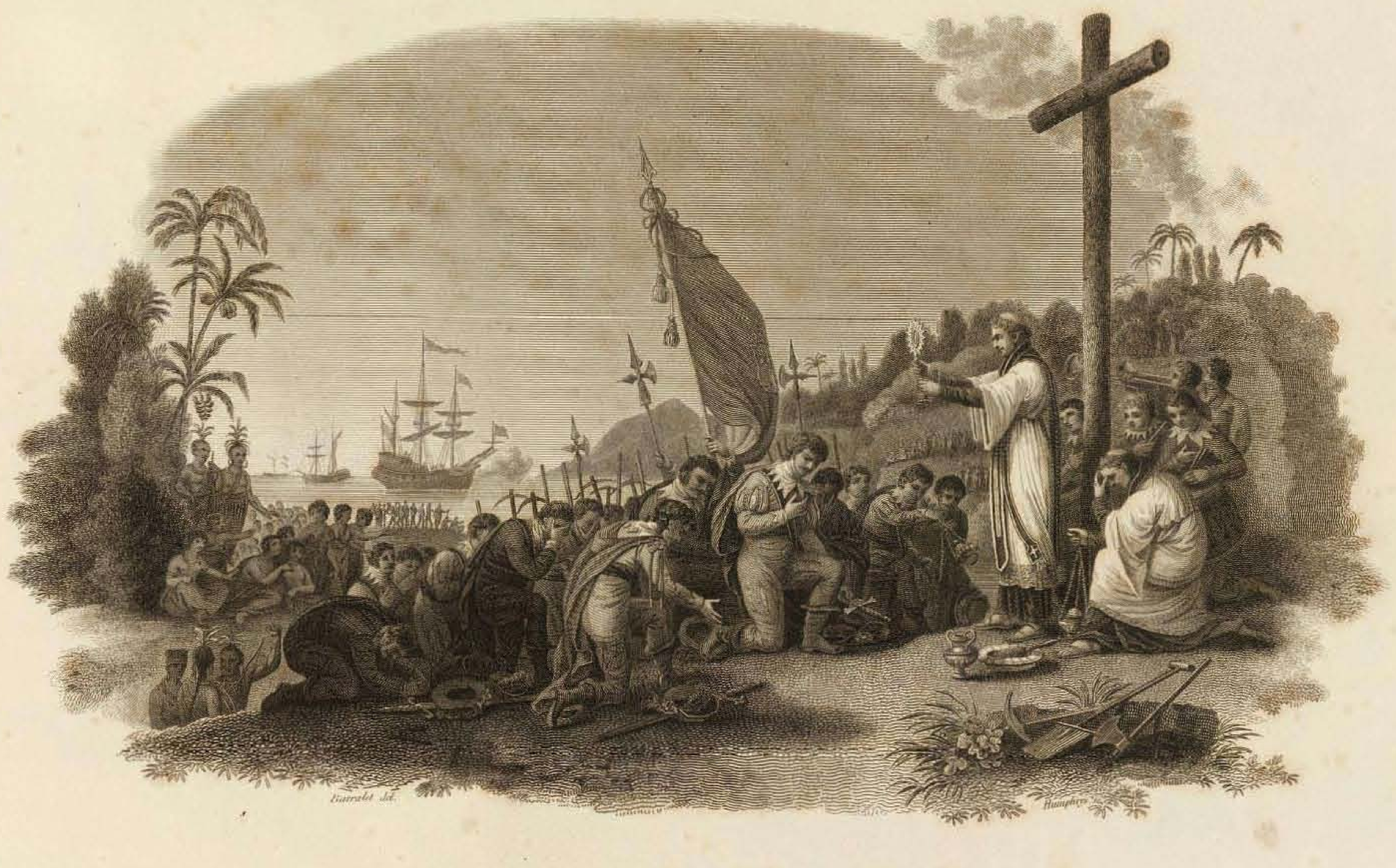
OF THE

Several States of the North American Union

Projected and drawn on a **Uniform Scale** *from Documents found in the public Offices of the United States and State Governments, and other Original and Authentic Information.*

BY

HENRY S. TANNER.



FIRST LANDING OF COLUMBUS IN THE NEW WORLD.

"Columbus and his followers landed and kneeling they all kissed the ground they had so long desired to see. they next erected a Crucifix and prostrating themselves before it returned thanks to God for conducting their voyage to such an happy issue."

Herrera's Life of Columbus.

PHILADELPHIA:

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GEOGRAPHICAL MEMOIR.

In compliance with the terms upon which the American Atlas was originally proposed to be published, the duty of rendering some account of the materials consulted during its progress now devolves on me. In drawing up this Memoir, I shall endeavour to give a clear analysis of the documents employed in the execution of the Atlas, and at the same time, as much as possible, to unite brevity with perspicuity; being sensible that a mere nomenclature of maps, charts, and books, can have but little in it to gratify curiosity, or to excite interest in any except the geographer, and those, perhaps, who may be experimentally acquainted with the subject, and engaged in similar pursuits. To such persons it is incumbent on me to point out the sources whence I have drawn my information, as an apology for issuing Maps of our country, differing essentially from those hitherto published, and as evidence of having used my best endeavours in search of accurate authorities for the construction of my Maps. Should those endeavours be thought to have added to the stock of our geographical knowledge, in a degree corresponding with my desire to do justice to the undertaking, and elicit the approbation of my fellow-citizens; the labour of nearly ten years of unremitted application and research in pursuit of the object in view, will be amply rewarded.

The end proposed to be effected by the publication of the American Atlas was, to exhibit to the citizens of the United States a complete geographical view of their own country, disencumbered of that minute detail on the geography of the eastern hemisphere, which is usually introduced into our Atlasses, to the exclusion of matter more immediately interesting to those for whom they are intended.

The mischievous tendency of this course is to enhance the price of such works to an extent entirely disproportioned to the limited increase of utility which such unnecessary detail confers.

Influenced by these considerations, I determined, in the outset, to introduce into my Atlas such maps only, relating to the Old Continent, as were indispensably necessary to a clear understanding of general geography, as connected with the object of this work. For this purpose maps of the World, Europe, Asia, and Africa, were prepared from the most approved European authorities; to which were added such alterations and improvements as the late discoveries and unparalleled events in Europe rendered necessary, especially with regard to the boundaries as fixed by the Congress of Vienna, and the more recent changes which some of those boundaries have undergone; the whole being brought up to the present year. The general Map of America having been corrected from time to time, agreeably to the materials used for the particular maps, a farther description of it in this place is deemed unnecessary—I shall accordingly proceed with a detail of the principal materials used for the American maps, arranged under their proper heads.

MAP OF SOUTH AMERICA.

For the basis of this map I adopted that of John Cary, of London; from which the entire western coast and a part of the interior country were taken. Brazil, and a considerable portion of the United Provinces of Buenos Ayres or La Plata, are from the six-sheet map of Arrowsmith, with corrections from La Cruz's excellent map of the whole Continent. The Provinces of Upper Peru are from Pazo's map, which served me also for the provincial boundaries. The reports of the United States' commissioners, Messrs. Poinsett, Bland, and Rodney, together with Brackenridge's work on South America, were consulted for the local boundaries of Buenos Ayres, Chili, &c. For the limits and subdivisions of Colombia, recourse was had to the Constitution and acts of the government of that republic.

MAP OF NORTH AMERICA.

Before I proceed with an enumeration of the materials for this map, I would respectfully offer some remarks on its construction. It will be observed that the degrees of longitude are computed east and west of the Capitol at Washington. To the adoption of that point as a first meridian for my map, some persons have objected, as augmenting the number of such meridians, already too numerous, they say. If, by selecting the meridian most generally used for foreign maps, I could have in any measure checked the practice complained of, or have added any thing towards the establishment of a universal meridian, as proposed by La Place,* one of the first geometricians of the age, I should most certainly have contributed my humble efforts in favour of the design. But, until that national feeling, which is inherent in every independent community, shall have been entirely eradicated, there is no reasonable ground to hope for the accomplishment of such an object, notwithstanding the facilities it might afford to navigation, or however desirable in other points of view.

The longitude of Washington from Greenwich has been, in conformity with an act of Congress, recently ascertained by William Lambert, esq., a gentleman well known for his scientific acquirements, whose report on the subject is entitled to the highest confidence. By Mr. Lambert's observations, the Capitol at Washington was found to be 76° 55′ 30″ 54 dec. to the west of the observatory at Greenwich. The exact position of our Capital having been thus determined, with a view, on the part of government, to the establishment of a first Meridian for the United States; and as this object will probably ere long be completely effected, by the erection of an observatory, furnished with suitable instruments and apparatus, by which to lessen our dependence on foreign nations for the elements necessary to be used in astronomical calculations; I felt it incumbent on me to contribute my humble aid towards the introduction into use of the proposed meridian, and therefore selected it as the one best suited to an American map, intended for the use of Americans.

The adoption of a meridian not yet in general use, even in our own country, is the less important as applied in the present instance, as such maps are seldom or never used for the purposes of navigation. In the construction of hydrographical charts, an adherence to points generally known and recognized by nautical men is, perhaps, both proper and necessary, and should not be wholly abandoned until the new meridian be completely established; which, in this point of view, should and would of necessity be effected by slow degrees. In any view of the subject, it must be admitted that the tracing of first meridians in the construction of maps is quite arbitrary. We see that every country, and indeed almost every province, has its respective first meridian. Spain has no less than eight, if we include that of Toledo: Cadiz, the most in use among navigators; Carthagena; the observatory of the Isle of Leon; the former College of Nobles, at Madrid; the Island of Trinidad; Teneriffe; and the Island of Ferro, the last having been in many instances adopted by D'Anville.* For a long time it was customary to reckon the longitude, in most countries, from the isle of Ferro; but it is now usual to compute it from the metropolis of the country. Thus in France, Paris is the first meridian, and in Great Britain, the Royal Observatory at Greenwich.

Our own country furnishes additional testimony to the correctness of the above remark. Boston, New York, Philadelphia, and Washington, have each had their advocates in the persons of their resident geographers, who appear to have selected a first meridian for their maps, according as their convenience or fancy dictated. This practice, it is hoped, will be entirely abandoned, since the position of our metropolis has been determined with sufficient exactness for all practical purposes. Many circumstances induce the belief that those places will eventually give way to the City of Washington, as the only legitimate point for a national first meridian; its local situation, being nearly in the centre of population, and approximating nearer to that of territory than either of the places above-mentioned; and being also the seat of the general government, are considerations which tend to confirm this impression.

Before I recommence my review of the materials, it may not be improper to remark here, that the Observatory at Greenwich lies, as we have seen, 76° 55′ 30″ to the east of Washington; hence it is very easy to reduce the longitude of Greenwich to that of Washington: for, if the longitude required be west, we have only to subtract 76° 55′ 30″ from the longitude of Greenwich, and the remainder is the longitude west from Washington: on the other hand, if the place be east of Greenwich, we obtain the longitude east from Washington, by adding to that of Greenwich 76° 55′ 30″. If the place lies between Greenwich and Washington, its longitude from the latter place will be obtained by subtracting its longitude west from Greenwich from 76° 55′ 30″.

The Map of North America is formed on the globular projection, according to the following method for the geometrical construction of such a map: Having described a circle representing the plane of projection, I drew two diameters intersecting each other at right angles, the one to represent the axis meridian, the other the equator; when I divided each semi-diameter and each quadrant into eighteen equal parts; I then found the centres,† from which I described the circular arcs passing through every fifth degree of the equator, and converging to points in the north and south poles. Having thus completed the meridians, I proceeded in like manner to describe the parallels of latitude, by lines made to pass through the points of division on the axis meridian, and primitive circle. By this process I completed the projection of an entire hemisphere, from which a section that should embrace the Continent of North America was taken. In this manner Mr. Arrowsmith, the eminent British geographer, with great labour and precision, drew all the meridians and parallels of latitude to every degree, on two hemispheres, which laid the foundation of his excellent Map of the World.

In the globular projection the meridians and parallels are equidistant, when measured on the axis meridian and the equator; therefore equal spaces on the spheric surface are represented by equal spaces on the map, by an approximation as near the truth as any projection will admit; for a spherical surface can by no possible method be represented exactly upon a plane.* Having completed the projection of my map, I proceeded to fill in all the points, determined by various observers, which I had previously brought together. These points being adjusted, I was the better able to determine the degree of confidence to which the works consulted for the detail of my map were entitled; and to rectify many gross errors that were found to exist. The following is an enumeration of the maps, charts, &c., referred to during the progress of the Map of North America.

RUSSIAN POSSESSIONS.—"*A Chart of the North-west coast of America*," on four sheets. It includes the Icy cape, in lat. 71° N., Behring's Straits, the Aleutian Islands, the Peninsula of Alaska, and extends to long. 62° W. published at St. Petersburg, in 1802, under the auspices of the Russian government. This Chart exhibits all the recent discoveries made by Krusenstern, laid down agreeably to the observations and surveys of Davidoff, Kaschacheff, and Rosanoff, gentlemen attached to the expedition, to whom this duty was assigned.

"*Account of the Expeditions under Kotzebue*," to ascertain the practicability of a water communication, from the Northern Ocean to Baffin's or Hudson's Bays: undertaken by order of the Russian Count Romanzoff.†

"*A Chart of the Coast of America, by A. Arrowsmith*," published in 1795, and corrected to 1814. This chart, although the most complete at the period of its first publication, is rendered nearly obsolete, by the great quantity of charts and other works on the various parts of the American coast, which have appeared within a few years.

"*The Atlas to Vancouver's Voyages*." These charts, with the exception of a few points to be noticed hereafter, were used almost exclusively for the western coast, below the lat. of 60° N. The high estimation in which Vancouver's charts are deservedly held by men of science, renders any remarks here in their commendation entirely superfluous.

"The Ukase" of the Emperor of Russia, of Sept. 4th, 1821, which declares that "All trade, whale-fishing, fishing in general, and every branch of business in the ports and bays, and in general along the whole North-west coast of America, from Behring's Straits to 51° of north lat. as also along the Aleutian Islands and on the east coast of Siberia, are permitted to Russian subjects only. Every foreign vessel is consequently prohibited, not only from landing on any of the coasts or islands specified in the foregoing section, but also from approaching them within a less distance than one hundred Italian miles. Whoever shall violate the prohibition is liable to confiscation of ship and cargo." From the above it will be perceived, that the territory over which the Emperor of Russia claims sovereignty embraces a considerable portion of the discoveries of Cook, Vancouver, and Quadra, and is in fact a denial of the claims of the United States to any part of that territory beyond the latitude of 51° north. Whether the title of the United States to "the countries situated between the fifty-first and sixtieth degrees of north latitude,"* be well or ill founded, is a question, the discussion of which is foreign to the purpose of this Memoir, and one which will, no doubt, be amicably determined whenever it shall be deemed of sufficient importance to claim the attention of those most interested in the issue.† The document under consideration was consulted, simply with a view to show the extent of the extravagant claims set up by Alexander; for this purpose, the limits are indicated on my map by the characters usually employed to represent boundary lines that exist only in imagination, and such as are not admitted by all the parties concerned.

It may perhaps be deemed impolitic, in the present state of the negociations on the subject, to insert any thing relating to this line in an American map, that might be construed into an acknowledgment of those claims, and thus impair the title of the United States to countries embraced by them. But I considered it necessary to a clear illustration of the subject, which could not have been presented in any other manner. I was therefore compelled to leave it unnoticed altogether, or to pursue the course I have adopted, which, if properly considered, cannot be supposed to favour the views of Alexander.

The United States having by treaty agreed, that "any country that may be claimed by either party (United States

* This universal meridian is 113° 51′ 18″ west of Washington.

* Among the Arabians, Alfragan, Albatagnus, Nassir-Eddin, and Ulug Beg, reckoned from the Isle of Ferro; but Abulfeda began to compute his longitude from a meridian ten degrees to the eastward of that of Ptolemy, probably because it passed through Cadiz, which was at that time rendered famous by the conquests of the Moors in Spain.

† For the method of projecting these lines, see Arrowsmith's Companion to his Map of the World.

* See Rees's Cyclopedia, Art. Projection of the Sphere.

† Capt. Kotzebue was in 1823 engaged in a similar expedition, fitted out like the above, by, and at the expense of, Count Romanzoff, which promises, in connection with that of Capt. Parry, to add much to the stock of information on the hydrography of the northern regions, and will probably solve the interesting problem of the existence or non-existence of a "North-west passage."

* See report of the Committee of the House of Representatives of the United States, on this subject, made during the session of 1820–21.

† Since the above was written, a treaty has been entered into between the Emperor of Russia and the United States, by which the former relinquishes all claims to territory on the north-west coast of America, south of the *fifty-fourth* degree of N. lat.

or Great Britain) on the north-west coast of America, westward of the Stony (Oregon) Mountains, should" "be free and open for the term of ten years from the date of this article, to the vessels of the two powers; and that the claims of either party should not go to affect those of any other powers to any part of said country,"* I felt the less hesitation in tracing on my map the southern limits of "Russian America," as fixed by the imperial decree.

British Possessions.—"*Map of M'Kenzie's track from Fort Chippewan to the North Sea, in 1789*," and

"*Map of M'Kenzie's track from Fort Chippewan to the Pacific Ocean, in 1793.*" The information afforded by these maps, and their accompanying descriptions, is all that we now possess on the northern parts of this section of the map. A space nearly equal in extent to the United States proper, which would, no doubt, have remained to the present day an entire blank on our maps, had not the genius of the enterprising and indefatigable M'Kenzie impelled him to explore those dreary and inhospitable regions.

"*A Journal of Travels in the Interior of North America, by J. Harmon.*" It is a subject much to be regretted, that Mr. Harmon did not furnish a map of "New Caledonia," the country traversed and described by him, the geography of which was until now utterly unknown. Notwithstanding this deficiency, I have been enabled, by a reference to parts of this volume, to add a few items of information, and correct some errors of considerable importance, which disfigure all our old maps. Thus, for example, the Tacouche Tesse of M'Kenzie was supposed by him to be the principal branch of Columbia River, and is so marked on his maps, from which the corresponding parts of all our late maps were drawn; this Mr. Harmon proves to be erroneous; the Tacouche Tesse (river) being a distinct stream, discharging itself in the Gulf of Georgia, about the forty-ninth degree of north latitude.

The Caledonia is another river of considerable magnitude, which, with its numerous branches, occupy the intermediate space between the former and the north branch of Columbia. The Great Bear Lake is the only one, among a great number which diversify the surface of New Caledonia, which I have ventured to delineate on my map: this lake, Mr. H. says, "has not yet been visited, but is represented by the natives as of an immense extent." I have drawn this lake without any regard to its form, of which Mr. H. has left us entirely in the dark. The undefined manner in which this traveller has described the other lakes and rivers that intersect this portion of country, precludes the possibility of giving them locality, without departing from the course hitherto pursued, of rejecting every thing that did not bear the stamp of accuracy; and thereby diminish the number of errors which are inseparable from a work of this nature. Among the lakes mentioned by Mr. Harmon are, Stewart's lake, 400 miles in circumference, Frazer's and M'Leod's lakes, each about 75 miles in circumference. The waters of the latter fall into the Peace river, those flowing out of the two former are supposed to empty themselves into the Pacific Ocean, about Port Essington, and are probably the two rivers pointed out by Vancouver as being near that point.

"*Map of the Coppermine River*" and adjacent country, by Mr. Hearne, who, during the years 1769—1772, explored and formed a map of a considerable extent of country, as far north as the mouth of the Coppermine River, in lat. 69°. So far as the topographical detail is given, this map may be consulted with advantage, but the geographical position assigned to the Coppermine River appears, by the Journal of the Expedition under Lieutenant Franklin,* recently published, to be far from the truth. Mr. M'Kenzie, in drawing up his general map, found the Great Slave Lake, as shown by Mr. Hearne, to be ten degrees too far to the west, and indeed every other point on Hearne's map, which he had an opportunity of testing, proved to be equally erroneous as to longitude. By a series of combinations, it was found necessary to make the same difference in the position of the Coppermine River. I have accordingly arranged this part of the map agreeably to the results thus obtained. I am, however, unwilling to indulge the hope that I have by these means arrived at the exact truth, to which an approximation only could be expected. Future expeditions will doubtless afford data for the correcting hereafter of whatever errors may be found to exist on these points.

"*Chart of Davis's Strait and Baffin's Bay, by John Ross.*" This chart is interesting as exhibiting the results of a voyage of discovery made in pursuance of orders from the British government for the purpose of exploring Baffin's Bay, and inquiring into the probability of a north-west passage from the Atlantic to the Pacific Ocean. The former object of the expedition was effected in a very satisfactory manner by Captain Ross, whose survey of that immense bay has established its existence, which had previously become somewhat doubtful, and prevented the bay, with which the name of Baffin is so fairly associated, from being expunged from the records of geography, and treated as a phantom of the imagination. In thus restoring Baffin's Bay to its former place on our maps, Captain Ross has been instru-

* British Treaty of October 20th, 1818.

* The additional information on the regions under consideration, afforded by Lieutenant Franklin's Journal, has been added to my Map; which gives to them an appearance essentially different from the view hitherto presented of the country traversed by Lieut. F.—indeed much of the space occupied by his delineations, was, until now, a complete void on all maps of North America.—It may be proper to remark here, that Franklin's delineations of the Great Slave Lake, correspond *exactly* with those of M'Kenzie; thus affording pretty conclusive evidence of the correctness of its position as shown by my map.

mental in placing in a fair light before the world, the merits of that able navigator Baffin, whose fate it has been to lose, by a combination of untoward circumstances, the opportunity of acquiring, while living, the fame he so richly deserved.

That Captain Ross did not succeed in the accomplishment of the latter and main object of the expedition, viz. the discovery of a north-west passage, was not, I am persuaded, owing to any want of exertion on the part of himself or those under his command. The ice, which in those seas is perpetually shifting its position, may have at that time so completely blocked up the strait (the discovery of which was reserved for the more fortunate Parry), as to preclude all hope of effecting a passage through it, and to have induced the belief that the land in that direction was continuous.

"*Chart of the Discoveries and Route of His Majesty's Ships Heckla and Griper, in search of a North-west Passage,* under the command of Lieutenant (now Captain) E. Parry, in the years 1819 and 1820." This chart comprises surveys of every coast visited by the expedition during the voyage, and is reduced from the original drafts, deposited in the Hydrographical Office in London, under the inspection of Captain Parry. The expedition under this meritorious navigator has obtained a degree of celebrity unexampled in the annals of modern discovery. The hardships inseparably attendant on a voyage of this description, and the imminent danger incident to such an enterprise, when viewed in connection with its probable consequences, give to it an interest beyond what it would seem to claim, upon a superficial view of the subject. Captain Parry entered Lancaster Sound of Baffin in longitude 3° 4′ west from Washington, and lat. 74° 27′ N.; thence he proceeded through Barrow's Straits and the Polar Sea, to the longitude of 36° 52′ 22″, being the westernmost meridian hitherto reached in the Polar Sea to the north of America. Having advanced thus far towards the accomplishment of his arduous undertaking, the rapid approach of winter rendered it necessary to discover a suitable harbour, in which to moor his vessels, and to make arrangements for the preservation and comfort of his crews during that inclement season. Such a situation soon presented itself, and a bay on the S. E. side of Melville Island, one of the North Georgian group, was selected, to which the name of Winter Harbour was given. The party remained in this situation until the re-appearance of the sun, when, after a lengthy term of gloom and darkness, they resumed their voyage, and returned to England.

The nature and objects of this expedition have been so long familiar to the scientific world, that I deem it unnecessary to extend these remarks, which already exceed the limits originally allotted to them.

"*A Topographical Map of the Province of Lower Canada, by Joseph Bouchette.*" This map occupies ten large sheets, and is consequently on a very extensive scale, has every mark of authenticity, and is eminently deserving of the high reputation which it has acquired. Mr. Bouchette, the author, was, at the period of its construction, surveyor-general of Lower Canada, and, of course, had free access to all the documents relating to the subject in the archives of the province; in addition to these advantages, he availed himself of all the local surveys of seigniories and townships. Having implicit confidence in the topographical accuracy of this map, I have reduced the entire province into my map from it.

"*A Map of the Province of Upper Canada,*" by Smith. With the exception of that portion of land, bordering on the river St. Lawrence and the lower lakes, this map affords but scanty materials for this extensive province; yet it presents a more complete view of the interior, than any other map with which I am acquainted: indeed I believe it to be the only original document on this province deserving of notice, and as such forms the basis of most other maps. This map, together with those of Dalrymple, M'Kenzie, and Arrowsmith, present nearly all the information extant on the region of New Britain, sometimes so called, comprising the entire space north and west of the Canadas. These maps, with partial exceptions, were originally drawn from information obtained from Canadian hunters, Indians, &c. whose conflicting accounts of the countries traversed by them have, no doubt, created those glaring discrepancies which exist between the maps of different authors. To delineate a country from such heterogeneous and scanty elements, was a task both laborious and embarrassing. In uniting materials of this description, it was necessary in some cases to curtail, in others to extend their dimensions; and, as it is not always possible to determine on which to place most reliance, the consequence will be that the relative position or form of tracts will be in some degree distorted. Instances of this kind are not, however, numerous in the present case, and in general this part of my map will be found as correct as can be expected, until better materials than are now existing shall be furnished.

"*A Map of Upper and Lower Canada,* compiled from the latest surveys, and adjusted from the most recent astronomical observations, by Joseph Bouchette." Having had recourse to most of the original documents, from which Mr. Bouchette formed this map, I have not had occasion to consult it so frequently as I otherwise should have done: I have however received much assistance from it regarding the local divisions as they now exist in Canada.

"*A Map of Cabotia,* compiled from a great variety of original documents, by John Purdy." This very excellent work forms the basis of so much of my map as comprehends the provinces of New Brunswick, Nova Scotia, Breton Island, Newfoundland, &c.

The name of Cabotia has recently been applied to that part of the British possessions on this continent, comprising the above provinces, together with Upper and Lower Canada, in honour of John Cabot and his son Sebastian, who, in the year 1497, under a commission from Henry VII, explored the coasts from Baffin's strait to Florida. This circumstance the ingenious author of the map now under notice, seems to think of sufficient importance to warrant the introduction of a name never before recognized by geographers. Whether this section of our continent will continue to be called by this general term is perhaps doubtful, although the application of it may be considered very proper. In addition to the maps enumerated above, the following descriptive works on British America have been consulted:

Bouchette's Topographical View of Canada.
M^cKenzie's Journey to the Arctic Regions.
Ross's Voyage of Discovery.
Harmon's Journal of Travels in the interior of North America.
Parry's Voyage of Discovery.
Hearne's Journal of Travels in North America.
Scoresby's Account of the Arctic Regions, &c.

United States.—Having completed the review of the principal materials used in delineating the British and Russian possessions, I proceed to notice those consulted for the United States Territory. The great mass of documents which has been accumulating during the progress of this map, and to which recourse has been had in the formation of this part of it, renders it necessary to confine my remarks to such only as were considered of the first authority, and as such adopted for the bases of their corresponding parts on my map. The United States proper having been drawn from the same materials that were used for the maps of the respective states, an account of them here is deemed unnecessary, as they will be noticed when those maps shall come under consideration.

The following is an enumeration of the materials for the western part of the United States Territory:

" *A Map of the Route of Captains Lewis and Clark, to the sources of the Missouri, and down the Columbia to the Pacific Ocean, performed during the years* 1804-5-6."

The government of the United States having, by treaty, in the year 1803, purchased what was then denominated Louisiana, a region extending over a surface containing nearly 950,000 square miles, its attention was early directed towards the developement of the physical resources of the newly acquired territory. An expedition was accordingly prepared, by order of the government, which, on the 14th of May, 1804, commenced its route up the Missouri. Having explored that and the Columbia Rivers, and in general effected nearly all the objects of the enterprise, the party returned on the 22d of August, 1806, after an absence of two years and three months. The results of this expedition, so far as the geography of the country through which it passed is concerned, are shown on the map whose title is given above. This map is founded on various positions, that were determined for latitude by actual observation; these positions I have assumed as correct, and have therefore so arranged my map as to correspond with them. With respect to the longitude, the same errors as are observable in nearly all original maps have been found in this.* Thus, the Council Bluffs on the Missouri are represented, by Lewis and Clark's map, as in longitude of 19° 55′ 54″; whereas, by a mean of eight sets of observations, taken by Lieutenant Graham, they were found to be 18° 43′ 53″ to the westward of Washington, making a difference of longitude of 1° 12′ 01″. In locating this point on my map, I have been guided entirely by the results obtained by Lieutenant Graham, in preference to those of Lewis and Clark, whose observations were taken under such unfavourable circumstances, as to preclude the hope of obtaining very exact results.

By adopting the position of the Council Bluffs as assigned to them by Graham, I was enabled to reconcile some conflicting accounts with regard to distances, which would otherwise have occasioned much embarrassment in their combination.

Previous to making use of Lewis and Clark's map, I constructed an entirely new scale of longitude for it, founded on the observations of Lieutenant Graham, by which the regions about the Oregon Mountains are placed on my map about three degrees more to the eastward than they have hitherto been represented, and gives a proportionate increase of length to the Columbia River and its tributaries. I should not have ventured to make such an important alteration, although the detection of an error of such magnitude would seem to demand its immediate correction, had any doubts remained of its existence. The observations recently taken on the Platte and Arkansas Rivers, by Major Long, whose works will be noticed hereafter, are calculated to confirm my impressions with regard to the erroneous position of this part of the Oregon Mountains, and were instrumental in determining me as to the propriety of making the alteration in question. The position of these mountains, as now exhibited, although not perfectly correct perhaps, is not very far from the truth.†

* In maps constructed from the relations and observations of travellers, the most common defect is to assign too much space between places east and west of each other; for the latitude of a place being more easily determined than its longitude, such maps would possess a greater degree of accuracy as to the latitude of places, whilst the errors in their longitudes would increase in proportion as these places recede from the principal meridian.

† The great length of the Colorado, as described by Pedro Font and other missionaries who have penetrated so far as the source of this river, affords additional evidence of the existence of the error above referred to, and to verify the position of the mountain region, as deduced from Major Long's observations on the Platte, &c.

" *A Map of Arkansas River, &c.*" was constructed by me to illustrate the travels of Thomas Nuttall, Esq. from his original manuscripts and notes. It presents a much better view of that river, from its mouth to the point where the Verdigris and Grand Rivers discharge themselves into it, than is afforded by any other map with which I am acquainted.

" *Map of the Route pursued by the American Exploring Party, under the command of S. H. Long, Major Top. Engineers.*" Major Long, in compliance with instructions from the war department, on the first of May, 1819, assumed the command of an expedition for the purpose of exploring the country situated between the Mississippi and the Oregon or Rocky Mountains, and of acquiring " as thorough and accurate knowledge as might be practicable of a portion of our country which is daily becoming more interesting." From the information collected, and observations taken for latitude and longitude at frequent intervals during the progress of this expedition, Major Long constructed so much of his map as relates to the region explored by him. The detail for the other parts was taken from my Atlas and other documents. This manuscript map was prepared for the use of the War Department, on a scale of twenty-five miles to the inch; it occupies eight large sheets, and is executed in a style of neatness seldom surpassed. Whether we view this map as a work of art merely, or as a representation of an interesting and hitherto unknown part of our country, it cannot fail to augment the well-earned reputation of its accomplished author.

To the labours of this enterprising officer I am indebted for the means of correcting some of the innumerable errors which have, until now, maintained their ground in all our most esteemed maps of the countries explored by Major Long and his party. This expedition having been amply provided with suitable instruments for determining the latitude and longitude of important points, and by these means of establishing land marks (the want of which has been long felt by geographers), possessed advantages not enjoyed by any other traveller. The results of this expedition afford abundant evidence that these advantages have been well employed.

The cursory observations and conflicting accounts of this region given by most travellers who have preceded the American exploring party, are calculated to embarrass by their opposite tendency, rather than assist the geographer. The following table exhibits a few of the positions which have been adopted in the formation of all our late maps, together with the same positions as shown by Major Long.

NAMES OF PLACES.	LEWIS AND CLARK.		HUMBOLDT.		ROBINSON.		PIKE.		LONG.	
	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.
Source of Arkansas River -	41° 47′ 00″	35° 10′ 10″	39° 57′ 00″	29° 20′ 00″	41° 40′ 00″	35° 00 00	41° 50′ 00″*	36° 40′ 10″	40° 12′ 00″	31° 20′ 17″
Source of Rio del Norte - -	42 20 00	35 00 00	40 12 00	30 34 00	41 30 00	35 12 00	41 12 15	36 48 00		
Source of Platte River - - -	41 40 00	34 50 00			41 15 00	34 30 00	41 15 30	35 40 00	39 55 00	30 21 00
Mouth of the Platte - - - -	41 05 00	19 28 00	39 55 00	17 14 00	41 04 00	19 20 00	40 10 00	20 40 00	41 02 00	18 50 07
Pike's Mount, or James' Peak					41 30 00	34 40 00	39 45 00	34 30 00	38 47 50	28 36 30
Source of Canadian River -					34 05 00	21 30 00	33 30 00	23 17 00	36 52 10	27 16 34
Source of Red River - - - -			36 21 00	27 34 00	38 45 00	30 00 00	36 20 00	33 30 00	35 05 00	27 12 00
Santa Fe - - - - - - - - - -			36 15 00	27 56 00	36 25 00	30 42 00	36 20 00	34 40 00		

The Arkansas River having been, by the treaty with Spain of 1819, made a considerable part of the boundary between the late Spanish possessions and those of the United States, it became a subject of importance to present as accurate a view of that river and the adjacent country as the existing materials would possibly admit: I have accordingly spared no pains to insure the accomplishment of this purpose; and therefore trust, that this portion of my Map will be found as satisfactory as can be expected from the scanty information we now possess.

Major Long's map has also enabled me to rectify many erroneous positions on the Upper Mississippi, which have been copied into our most approved maps, and indeed still continue to disfigure some of them, notwithstanding that the existence of those errors had long since been made known. The following table will show, at a single glance, the difference in the position of the same points, as indicated by various authorities.

* This position was taken from a " Chart of the Internal part of Louisiana, drawn from the originals of Z. M. Pike," and published with an account of his journey into that country. On comparing this map with that of the Internal Provinces of New Spain, constructed for, and published with, the same work, I found discrepancies between them, with respect to the location of some important places, which are utterly irreconcilable. Thus, according to the former, the source of Arkansas River is in 41° 50′ of north latitude, and 36° 40′ to the west of Washington, whilst in the latter it is indicated as in latitude 40° 30′, and longitude 31° 00′ west; making a difference in latitude of 1° 20′, and in longitude of 5° 40′, between the same positions, as shown by these maps respectively.

NAMES OF PLACES.	PIKE.		MELISH.		SCHOOLCRAFT.		LONG.	
	Lat.	Long.	Lat.	Long.	Lat.	Long.	Lat.	Long.
Source of Mississippi River - - - - -	47° 49′ 00″	18° 34′ 16″	47° 48′ 00″	18° 28′ 00″	49° 07′ 00″	19° 45′ 00″		
Falls of Peckagama - - - - - - - - -	44 31 00	18 02 00	44 31 00	18 03 00	47 37 00	17 40 00	45° 20′ 00″	17° 37′ 00″
Falls of St. Anthony - - - - - - - -	44 00 00	16 37 00	44 05 00	16 42 00	44 08 00	16 32 00	45 05 00	16 08 00
United States Fort at St. Peter's River -	43 55 30	16 34 00	43 57 00	16 41 00	43 59 00	16 20 00	45 00 00	16 06 00
Mouth of Wisconsin River - - - - -	42 35 00	14 50 00	42 39 00	14 41 00	42 37 30	14 20 00	43 02 12	13 51 00

The latitude of the United States Fort, at the mouth of St. Peter's River, having been ascertained with great exactness, I had no hesitation in adopting it as the basis of that part of my map. This fort, or rather the position occupied by it, is placed by Captain Pike in latitude 43° 55′ 30″ N.: this position, however, is proved to be erroneous. According to recent observations, taken by officers at this fort, it was found to be in latitude 45° 00′ 30″, making a difference of 1° 05′ between Captain Pike's map and the position as determined by these observations.

To this error perhaps may be attributed the disagreement between Mr. Schoolcraft's book and map, with regard to the distance from Fort St. Peter's to Prairie du Chien, which, by a careful examination of the scale to his map, appears to be 135 miles, whilst an enumeration of the distances between intermediate places, as computed by Mr. Schoolcraft in his book, makes it 265 miles.*

"*Map of the Northern Territory of the United States, by H. R. Schoolcraft.*" This map was drawn by Mr. Schoolcraft to show the track pursued by the expedition under Governor Cass, the object of which was, among others, to survey the topography of the country, and collect materials for an accurate map. How far the expedition succeeded in this particular we have no means of deciding, as such a map still continues to be a desideratum in our geography, at least such a one has never yet been published. Mr. Schoolcraft's map appears to be little more than a copy of the materials which compose nearly all our old maps of this section of country; put together without a due regard to that conformity which should subsist between it and the work it was intended to illustrate.

The original information on the topography of the region explored by Governor Cass, which Mr. Schoolcraft's narrative affords, compensates in a great measure for the deficiencies of the map in this respect. In estimating distances, and indeed on all occasions where a reference to the work in question was necessary, I have uniformly consulted the narrative.

* It is perhaps due to Mr. Schoolcraft to extract the following note, which forms a part of the introductory remarks to his "Narrative Journal of Travels from Detroit to the Sources of the Mississippi." "I have," says he, "received inquiries from several individuals, grounded on the supposition that my Journal would contain *all* the topographical information collected on the expedition. It may be proper to observe, that it only embraces my individual observations upon that and the other subjects brought into view; and that another work may be expected, containing Professor Douglass's topographical report and map, together with other reports, and the scientific observations of the expedition generally."

"*A Map of the Environs of Detroit, by William Darby.*" I have made use of this map in delineating the islands of Lake Erie, rendered memorable by the victory obtained in their vicinity over the British fleet by Commodore Perry, on the 10th of September, 1813. It affords a better view of those islands, in connection with the adjoining coast and the country about Detroit, which is from actual survey, than is presented by any other map with which I have compared it.

During the progress of this part of my work, I have gleaned many items of information from a careful perusal of the following works, which have never hitherto been introduced into any map that has come under my observation:

History of the Expedition under Lewis and Clark.
Major Long's Expedition to the Rocky Mountains.
Langsdorff's Voyages and Travels.
Stoddart's Sketches of Louisiana.
Darby's Tour to Detroit, &c.
Schoolcraft's View of the Mines and Minerals of Missouri.
Narrative of Governor Cass's Expedition, &c.

The Works of Charlevoix, Marquette, Tonti on the Discoveries of La Salle, Hennepin, La Hontin, Carver, &c. so far as they relate to the topography of the north-western region, have been superseded in a great degree by the more recent and accurate accounts, founded for the most part upon actual surveys and astronomical observations. As historical record, and for whatever relates to the original names conferred upon the places visited by those travellers, their works may be consulted with advantage; but with respect to topographical detail they add but little to the vast and constantly accumulating mass of information now existing on those regions.

The northern boundary of the United States I have traced on my map agreeably to the account from the commissioners appointed under the sixth and seventh articles of the treaty of Ghent. The continuation of that line was drawn in strict conformity to the British treaty of 1818, which specifies that "a line drawn from the most north-western point of the Lake of the Woods due north or south, as the case may be, until the said line shall intersect the forty-ninth parallel of north latitude, and from the point of such intersection due west along and with the said parallel, shall be the line of demarcation between the territories of the United States and those of his Britannic majesty, and that the said line shall form the northern boundary of the

territories of the United States and the southern boundary of the territories of His Britannic Majesty, from the Lake of the Woods to the Stony" (Oregon) "Mountains." I have inserted the above with the view of exposing the impropriety of representing the northern boundary as if extended to the Pacific Ocean. In this particular all our most approved maps are false. There is no passage in the treaty of London (the only authentic document on the subject) which affords the slightest ground for supposing that its extension west of the Oregon Mountains was contemplated by either party; on the contrary, it was agreed, by the third article of that treaty, that "the right of either party to the country westward of the Stony Mountains" should remain open for future discussion.

The existence of errors of such magnitude is the more to be regretted when they originate with authors of celebrity, whose works might become the standards upon which foreign geographers depend for information, and thus be instrumental in diffusing and perpetuating erroneous ideas, which a little research in the outset would probably have obviated.

Mexico and Guatimala.—"*Map of New California, constructed by order of the Captain-general of the Internal Provinces, by Don Pedro Walker,* 1810." The paucity of correct and authentic data for this section of my map compelled me to make use of this document, although it is confessedly a work deserving of very little confidence. It is, however, the only one relating to a region hitherto a blank on our maps, which bears any mark of authenticity; I have, therefore, incorporated it into my map, with a note expressing its doubtful character. This precaution will, I trust, diminish in some degree the weight of that responsibility for the correctness of this part of the work, which, as its author, I am bound to assume. Should the document in question prove eventually to be generally correct, the insertion of it will be a source of satisfaction to me, as the humble instrument of disseminating even a partial knowledge of a country heretofore utterly unknown.

The river to which I have given the name of "Los Mongos" was drawn from information contained in a letter addressed to John H. Eaton, a member of the United States Senate, by W. D. Robinson, Esq. which was subsequently laid before that body by Mr. Eaton, as a document calculated to throw additional light on the geography of the countries to which it refers.

"*A general Map of the Kingdom of New Spain, from* 16° *to* 38° *north latitude, founded upon astronomical observations and materials which had been collected at Mexico previous to the year* 1804, *by Alexander de Humboldt.*" The high reputation for scientific knowledge, and the celebrity which the works of this distinguished traveller have acquired, offer a sufficient guarantee for the accuracy of the present map. It was my intention originally, to have given in this place a transcript of the author's enumeration and remarks upon the several maps and other data upon which he founded the map under consideration, but this memoir having already grown to an extent much beyond what was anticipated on its commencement, I must confine myself to some brief remarks upon the map itself, without particular reference to its constituent elements, and refer such as may be desirous of more minute information on this head to "Humboldt's Political Essay on New Spain," page 11, New York edition.

The Baron Humboldt drew up this map by request of M. d'Elhuyer, director of the School of Mining, for the use of the Supreme College, called the "Tribunal de Mineria." Such a map had also become necessary, both for the administration of the country, and to afford a view of the several important positions, which were then scarcely known to European geographers.* Instead, however, of merely inserting in his map the names of the various mines, according to the plan suggested by M. d'Elhuyer, he united all the materials which he could procure, and from them formed the map as it now appears. The opportunities which a residence in Mexico afforded to the Baron Humboldt of obtaining authentic information on its geography, appear to have been eagerly embraced by him, and every means adopted which was calculated to assist him in the pursuit of it. Nothing but the most persevering industry, actuated by a mind zealously devoted to the attainment and diffusion of knowledge, could have compassed such a mass of documents on the geography of this interesting country, as was collected by this enterprising traveller. When we consider the darkness and obscurity which have for so many ages overspread the geography of this valuable section of the North American continent, and the force which superstition and a blind policy on the part of its late government have constantly opposed to the advance of geographical knowledge, the efforts of this scientific traveller to dispel the one and remove the other must be duly appreciated. The map he has given to the world, so far as he has become responsible for its correctness, bears the stamp of accuracy, which the test of twenty years has not impaired. It will, no doubt, continue to be, what it has been since its first publication, the basis of all similar maps, until the country shall have been submitted to the operation of an actual survey.

The interest which late and important events in Mexico has excited in the minds of the people of the United States, and the consequent desire manifested by many to become better acquainted with its geography, have induced me to pay particular attention to this part of my map, and by

* The names of the following places do not exist on any map of Mexico published in Europe previous to the year 1804:—Guanaxuato, a city containing 70,000 inhabitants, and the mines of Bolanos, Sombrerite, Botopilas, Zimapan, and Catorce, from the latter of which there is annually drawn silver to the amount of 20,000,000 francs, or 3,700,296 dollars.

these means add my feeble endeavour towards removing that gross ignorance of the geography of Mexico, and of its relative position, which is frequently displayed by persons otherwise well-informed.* I have accordingly sought for, and obtained, many valuable items of information never before published, which give to some minor districts an appearance essentially different from the view hitherto presented of them.

"*Map of the Internal Provinces of New Spain, from the Sketches of Z. M. Pike.*" In the construction of this map, of which some notice was taken above, it appears, from the coincidence of the lines of longitude on both maps, that Captain Pike's draughtsman adopted Humboldt's map as his basis; indeed the striking resemblance (with the exception of a few points about the sources of the Arkansas, &c.) which the former bears to the latter, would almost induce the belief of its having been copied *in extenso* from that work. I have however consulted it in connection with Major Long's map for the sources of the Arkansas and neighbouring country, without regard to the latitude and longitude indicated by it. In these respects I was guided by the observations taken by the American exploring party.

"*A Chart of the Internal Part of Louisiana, by Z. M. Pike.*" This chart affords the only view of the streams which drain the intermediate space between the Platte and Arkansas Rivers upon which any reliance can be placed.

"*A Map of the Southern Part of the Province of Texas, by William Darby.*" This manuscript map is valuable for an acquaintance with the courses of the rivers Sabine, Trinidad, Brassos de Dios, Colorado, and Guadalupe. The latter river has been generally represented as flowing into the Bay of St. Joseph; but by this map it appears to fall into that of St. Bernardo. From the expression of Tonti, that "La Salle entered the Bay of St. Bernardo, and built a fort, north of the mouth of Guadalupe River," I am inclined to place more reliance on this representation of that river, than on that afforded by most other maps. These maps show it as flowing in a due south course from a considerable distance above its mouth, until it enters the Bay of St. Joseph. If this were the case, it would be difficult to comprehend what is meant by the words "north of the mouth," &c.

"*Plan of the Port of Vera Cruz, by Bernardo de Orta.*" I have consulted this plan in connection with Humboldt's map, for the vicinity of Vera Cruz, St. Juan D'Ulua, &c., of which it is supposed to present a very accurate and minute view.

"*Chart of the Gulf of Mexico, constructed by order of the King of Spain, for the Hydrographical Depot at Madrid, by Juan de Langara.*" I have made use of this splendid and minute chart for the entire coast of the Gulf of Mexico, from St. Joseph's Bay in Texas to the island of Ubero, situated near the coast of Yucatan: it forms the basis of nearly all our most esteemed charts, and bears the impress of authenticity and great accuracy.

For the south-western coast of Guatimala I depended upon Arrowsmith's chart of the Pacific Ocean, and for the interior of that country, I have had recourse to Brué's and Tardiu's maps, which are deserving of every confidence.

West Indies.—In drawing this part of my map, I have in no instance confined myself to any one general chart of those islands, but have uniformly selected such parts of the following works as appeared to deserve most confidence. To combine these disjointed fragments was a task of uncommon labour; but, in order to present a satisfactory view of this important section of the work, I had recourse to every measure that promised to add any thing towards the accomplishment of this desirable object. How far it has been effected by my delineation of those islands, is a question which very many of my fellow-citizens are well qualified, by personal observation and residence in them, to determine.

"*General Chart of the West Indies, by John Purdy.*" This is a compilation from good materials, and served me for the coast of Jamaica, the Caribbee Islands, &c. Having had access to many of the originals from which this chart was constructed, I have not made as much use of it as I should otherwise have done. Among those documents is that of the Gulf of Mexico and Islands, by Langara, of which I have already spoken. I have consulted this chart for the entire coasts of Cuba, Porto Rico, and the small islands near them. For the interior of those islands, recourse was had to Jeffrey's four-sheet Chart of the West Indies, published by Arrowsmith.

"*Chart of St. Domingo, by Moreau de St. Mery.*" This chart is on a very extensive scale, and presents an excellent view of that fine island.

"*A Chart of St. Domingo, constructed by H. Brué.*"

"*A Map of the West Indies and the Gulf of Mexico, by M. Lapie.*" With the exception of a few towns in Cuba, and some other points, I have had no occasion to make use of this map, although decidedly a work of merit.

"*General Chart of the Antilles, by H. Brué,*" is an excellent document, published in Paris, under the auspices of the French government. It bears every mark of accuracy, and affords the best connected view of the West Indies that has come under my observation.

"*Atlas intended to accompany the History of the West Indies, by Bryan Edwards.*" This collection afforded me the means of filling in the detail of nearly all the English islands, but, owing to the slovenly manner in which these maps are executed, I found much difficulty in decyphering the names of places, having been compelled to refer frequently to the volumes in order to obtain any degree of accuracy in this particular.

* I have now before me a newspaper, published in Philadelphia, giving, under the head of "South America," a detailed account of certain transactions in Mexico!

"*Map of Spanish North America, by R. H. Bonnycastle.*" This map was published with an account of the Spanish dominions in America by the same author, from which I have gleaned some original matter for the improvement of my map.

"*A Map of South America, with Improvements to 1821, by H. S. Tanner,*" was used for so much of the coast of South America as is comprised within the limits of my present map.

"*A New Chart of the North American Coast,*" from Captain Holland's survey. No farther use was made of this chart than was necessary for the Bahama Islands, of which it furnishes a very good view as regards their relative position. The errors as to longitude have been carefully rectified by a reference to the chart containing those islands, recently published by W. Hooker and E. M. Blunt; a work of great merit, as combining many of the latest surveys, together with the results of the most approved astronomical observations.

Having concluded my remarks on the Map of North America, and the materials to which recourse was had during its progress, I shall commence a brief review of the documents consulted for the detail of the state maps, preceded by some account of the projection adopted for those maps.

In examining the almost infinite variety of projections which an investigation of the subject presented, it was an object of great importance to select such a one for my maps as should exhibit the superficial and linear measures in their truest proportion, and preserve an equal length for the diagonals of their respective quadrilaterals. In order to effect these objects as nearly as possible, recourse was had to the following method.—The number of geographical miles contained in a degree of longitude, on each parallel of latitude, was ascertained, and set off by a diagonal scale, constructed with the greatest precision on a sheet of copper, with the view of preserving an exact uniformity of the scale adopted for the state maps; through the points of division right lines were drawn representing the meridians; when the parallels of latitude were drawn in sections of concentric circles, by radii obtained by extending the lines of longitude, until, by the laws of their decrease,* they intersected each other at or beyond the north pole, and thus formed a common centre, from which circular arcs representing the parallels of latitude were described as above-mentioned.

This mode of delineating sections of the globe on a plane is supposed to be, though simple in its nature, a very near approximation to the truth. All the meridians and parallels intersect each other at right angles. The successive quadrilaterals between any two meridians are nearly equal in area, and similar to those on the globe. Every parallel of latitude is equally divided by the meridians; and every parallel, as terminated by two meridians on the map, is exceedingly near the same length as the corresponding part on the globe itself; hence it is obvious, that this method preserves the outline and relative position of sections of a sphere as nearly as the reduction of a globular to a plane surface will admit. This projection is said to be much used in France, and we know that Delile and D'Anville have employed it in the construction of their most approved maps.

When a considerable portion of the earth's surface is projected on a plane, by that nondescript method of representing the parallels of latitude by straight lines, the real dimensions, and often the figure and position of countries, are much distorted and misrepresented, especially towards the eastern and western extremities of the map, where the meridians and parallels intersect each other obliquely, so that a quadrilateral space shall often be represented by an oblique-angled rhomboid figure, whose diagonals are very far from equal; and yet we see a simple scale of distances inserted in such a map!

Having, according to the rule given above, projected the maps of the several states on a uniform scale* of fifteen geographical miles to the inch, I proceeded to fill in the detail as follows:

MAP OF THE STATES OF MAINE, NEW HAMPSHIRE, VERMONT, MASSACHUSETTS, CONNECTICUT, AND RHODE ISLAND.†

The following is an enumeration of the materials used for this map:

"*Map of the District of Maine, by Moses Greenleaf, 1815.*" The seacoast of this map was in many instances laid down from the results of celestial observations, and is esteemed very correct. The interior country was drawn from a variety of manuscript maps, collected by the author, and is in general as accurate as can be expected in the present state of our knowledge of this section of our country.

The northern boundary of Maine, which is also a part of the line of demarcation between the United States Territory and that of Great Britain, is traced on my map according to the treaty of 1783. This line will, it is presumed, be generally confirmed by the commissioners under the treaty of Ghent, whose operations have been suspended by

* See Jamieson's Treatise on the Construction of Maps, page 10.

* Having frequently, in my youth, felt the inconveniences resulting from a too great diversity of scale in maps and atlasses in general, I was induced to arrange the most interesting maps in my work according to a *uniform scale*, with a view of preventing much embarrassment to young students, who are often misled with regard to the relative extent of the countries represented, by the use of maps drawn on various scales and projections.

† The appellation of "New England" is sometimes given to these states collectively; it is, however, very properly falling into disuse.

some misunderstanding which has arisen between them respecting the course of the line as contemplated by the treaty of 1783.

"*Map of New Hampshire, from recent surveys, by Philip Carrigain.*" This map was constructed, in compliance with an act of the state Legislature, from surveys made by Mr. Carrigain, is drawn on a scale of two and a half miles to the inch, and is in every point of view a document which reflects great credit on its author, as well as the state under whose auspices it was commenced and completed. In drawing this part of my map I have uniformly consulted Mr. Carrigain's map, making allowance for a trifling error in longitude which was found to exist. This, however, does not in any manner affect its utility as a topographical map.

"*A correct Map of the State of Vermont, mostly from actual survey, by James Whitelaw,*" late Surveyor-general of that state. The northern part of this map is from actual surveys; the southern part is drawn from the returns of the magistrates and clerks of the respective townships, in pursuance of an act of the general assembly. The neglect on the part of many persons to comply with the requisitions of the law, and other causes, have prevented that full view of the subject which otherwise might have been looked for. Notwithstanding these untoward events, the author has done as much justice to his map as could reasonably be expected, even under more auspicious circumstances. The northern boundary of Vermont has been adjusted on my map from the reports of the commissioners under the treaty of Ghent, whose survey of this part of the line has resulted in the annexation to Canada of a narrow strip of land, including Rouse's point, &c., hitherto considered south of the forty-fifth degree of north latitude; that parallel being here a part of the limits between the United States and Canada, agreeably to the treaty of 1783.

"*Map of Massachusetts, compiled from actual surveys, made in conformity to an order of the General Court, by Osgood Carleton.*" This being the only map of this state, I was compelled to make considerable use of it, although its pretensions to accuracy are exceedingly slender.

I have received much assistance from "Dickinson's View of Massachusetts," and other works, together with some valuable communications from intelligent individuals, on the subject of new counties, towns, &c.

"*Chart of Boston Harbour, by S. Lambert,*" extends from Portland, in Maine, to Chatham Bay, including Cape Cod. This, in connection with another chart of Nantucket, Martha's Vineyard, &c. which I found in the possession of the Navy agent in Philadelphia, served me for the entire coast of Massachusetts.

"*Connecticut, from actual survey.*" This splendid and minute map is constructed on a very extensive scale, according to an act of the General Assembly, by Messrs. Warren and Gillet, and is no doubt one of our best state maps. The high character for accuracy which this map has sustained since its first publication, induced me to depend wholly upon it for this portion of my map.

"*A Map of the State of Rhode Island, by C. Harris,*" is the only one of that state extant, and as such was used for the interior. The coast and islands were taken from the chart last mentioned.

"Connecticut and Rhode Island Gazetteer, by Pease and Niles."

"Field's Statistical Account of Middlesex County."

"Greenleaf's Statistical View of Maine."

"Merrill's New Hampshire Gazetteer."

"Shaw's Description of Boston," &c.

MAP OF THE STATE OF NEW YORK.

"*A Map of the State of New York, by Simeon Dewitt, Surveyor-general,*" is the first map deserving of confidence, as combining all the surveys made previous to the year 1804, and is made the groundwork of nearly all the maps that have succeeded it. The great number of changes and alterations of its local boundaries, &c., which this important state has undergone since the first appearance of Mr. Dewitt's map, and the publication of many recent maps of the entire state, embracing those improvements, have in some measure rendered this map obsolete, although an excellent one when first issued.

"*Map of the State of New York, part of Pennsylvania, &c., by A. Lay.*" I have consulted this map occasionally during the progress of my map; it contains much information, but is somewhat defective with regard to its orthography and the omission of the geographic lines.

"*Map of the River St. Lawrence, and adjacent country,*" is a copy in manuscript from the original in the War Department at Washington, and is valuable as exhibiting many of the islands in that river, which the late survey by the commissioners under the Ghent treaty has brought into notice. This, together with Mr. Bouchette's Map of Lower Canada, was consulted for the River St. Lawrence from Montreal to Kingston, which, as now connected with the local surveys of the adjoining counties in New York, present a very complete view of that beautiful and important river, and will be found to afford as ample an illustration of the report of the commissioners above-mentioned as such a scale can possibly admit of.

"*The State of New York, with part of the adjacent States, by John H. Eddy.*" The celebrity which Mr. Eddy has acquired as a scientific geographer, and the value always attached to his works, supersede the necessity of any remarks from me, farther than to observe, that I have adopted his map as the basis upon which mine is founded; making

such alterations and additions as the late surveys, and some recent observations for latitude of points about the west end of Lake Ontario, rendered necessary. These observations were taken by Captain Owen, and communicated by him to General J. Brown.

"*Map of the Country thirty miles round the City of New York, by J. H. Eddy.*" It presents a very complete and minute view of the country in the neighbourhood of New York, and was consulted by me in preference to all other documents.

"*A Manuscript Map of a Part of New York,*" from which Staten Island, &c., was taken.

"*A Manuscript Map of the Strait of Niagara, from Lake Erie to Lake Ontario.*"

"*New and correct Chart of Long Island Sound.*" The author's name is omitted, but for what cause it is difficult to determine, as the chart bears abundant evidence that great care had been observed in every part of its execution. This chart was used exclusively for Long Island Sound, except the coast of Connecticut, which was noticed under its proper head.

"*A Map of the Western Part of the State of New York, showing the route of the Erie Canal, by J. H. Eddy.*" This map, for the purpose expressed in its title, is a valuable document. It exhibits that important work as it will appear when completed; the only error yet detected in it, is where the canal is made to pass along the bank of the Tonnawanta Creek, whereas it enters and is identified with that stream, during its course from Lockport to a dam at its mouth, a distance of about twenty miles, when the canal is resumed, and continues along and near the shore of Lake Erie, or rather Niagara Strait, to Black Rock, where it enters the lake.

During the progress of my map of New York, I have derived great assistance from that very excellent work, Spafford's Gazetteer; a work that will be a lasting monument of the industry and research of its enlightened author. Mr. Spafford's Gazetteer embodies, in addition to a vast mass of original matter, all the topographical information which is given in detached parts by other authors, whose works I have had opportunities of consulting.

MAP OF PENNSYLVANIA AND NEW JERSEY.

By an act of the legislature of Pennsylvania, passed in compliance with a memorial presented by me to that body, permission was granted me "to have the use of the surveys of the different counties of this commonwealth," which were made pursuant to an act directing the formation of a state map, "also the use of the state map constructed by John Melish," to enable me to form my map of the state of Pennsylvania. I have accordingly made use of these documents,

to which I have added some towns and other minutiæ, which render this part of my work as perfect as it is possible to make it.

For the Map of New Jersey I have been furnished, by Mr. T. Gordon, (the gentleman to whom the duty of constructing a state map was committed by the legislature,) with copies of all the surveys and other documents which he has collected for that purpose; these, together with Blunt's Chart of the Coast, Eddy's Map of New York, and a manuscript Map of Cape May county, furnished also by Mr. Gordon, constitute the materials for this part of the present map.

MAP OF THE STATES OF VIRGINIA, MARYLAND, AND DELAWARE.

Notwithstanding the elevated rank which the State of Virginia maintains in the American Union, her importance in a political and agricultural point of view, and the intelligence and learning which distinguish many of her citizens, the geography of this state is suffered to remain far behind that of most of her sister states.

With the exception of Madison's map, which is rendered nearly obsolete by the innumerable improvements and changes which a busy and enterprising population are perpetually effecting, there is no engraved map of Virginia in existence, but such as are founded upon, and include all the errors of, that of Bishop Madison.

In constructing my map of this state, I have endeavoured to supply some of the deficiencies by soliciting communications from persons resident in the state, and by every other means which an earnest desire to do justice to the subject could suggest. In some instances my requests were promptly complied with;* but in a few others they were wholly disregarded. Under all these disadvantages a perfect map could scarcely be anticipated; yet I flatter myself that my map will be found to contain much new matter, and, upon the whole, to be as complete as can be expected, until better materials be provided than are now existing. The recent surveys on the Ohio River, and in the state of Kentucky, adjoining Virginia, have enabled me to correct some errors in this part of the map. For the states of Maryland and Delaware, recourse was had to the following works:

"*A Map of the State of Maryland, from actual survey, by Dennis Griffith.*" This map is drawn on a scale of five miles to the inch, is exceedingly minute, and is in every respect a valuable document.

"*A Map of the head of Chesapeake Bay,* by C. P. Hauducœor," was consulted for the country about Havre de Grace, of which it is a very accurate representation.

* I have to acknowledge my particular obligations to that able mathematician, the late John Wood, from whose communications I have derived much assistance, while engaged on the Map of Virginia.

"*A Map of the State of Delaware, by M. Varlet.*" This is the only map of the state, and was used by me exclusively for this portion of the map.

MAP OF THE STATES OF OHIO AND INDIANA.

The following are the principal materials used in the construction of this map:

"*A Map of the State of Ohio from actual surveys, by B. Hough and A. Bourne.*" This excellent map is founded principally upon the United States surveys. These surveys are made in half-mile sections, which gives to them a degree of correctness seldom attained by any other mode, and, when carefully combined, exhibit a very exact representation of the country. As I shall have frequent occasion to notice the public surveys, a few observations here on the system upon which they are made will perhaps be proper.

All the lines are run by the true meridian, in most instances with compasses of Rittenhouse's construction, with nonius divisions and moveable sights. The variation of the compass is determined every ten or twelve miles on the east and west lines, and every twenty or twenty-five on the north and south lines, by celestial observations, which gives the courses of the lines as great a degree of accuracy as can well be obtained by the compass. The chains used by the surveyors are all similar, and adjusted by standard chains kept in the offices. In surveying uneven or hilly ground the chain is carried horizontally, so as to obtain the true horizontal measure. In this manner the surveys are made in townships, whose sides (limited by true meridians, and parallels to the equator) are each six miles in length; area 36 square miles or sections, each containing 640 acres; each township contains 23,040 acres; a quarter section is a square whose sides are each half a mile, and contains 160 acres. The corners of each section are distinctly marked by the United States deputy surveyors. The sections are numbered from 1 to 36, beginning at the north-east corner of the township, and going from right to left to the north-west corner, and then returning from left to right to the eastern boundary of the township, and so on, terminating at the south-east corner. The townships are also numbered, commencing at the principal meridians east and west, and on the base line north or south. This mode is uniformly pursued in the survey of all lands belonging to the United States; therefore, whenever mention is made of United States or public surveys, it will be understood to mean those which have been made according to the mode here described. It will be readily perceived, that from the caution used in those surveys, there is no likelihood of any other interference in the lines, than what the necessary convergence of the meridians will produce.

"*Map of the State of Ohio, by A. Bourne,*" in manuscript, was projected and drawn expressly for my use, and contains many of the United States surveys, made since the publication of Hough and Bourne's map, together with other important information never before published. This map, like most others which have been transmitted to me by their authors, was accompanied by a brief geographical description of the state which it represents, drawn up by Mr. Bourne, to whom my sincere acknowledgments are due, for these and other valuable communications with which he has favoured me from time to time.

A manuscript "*Map of the North-west Part of Ohio,*" showing the results of the United States surveys in that section of the State, together with the county divisions as defined by the several acts of the legislature.

A manuscript "*Map of the Country about the West End of Lake Erie*" was furnished by Samuel Williams, Esq. of Chillicothe, and was consulted by me for the northern boundary of Ohio.

My Map of the state of Ohio having been formed from the above documents, which exhibit the surveys of the entire state, no material change in the representation of its natural geography will at any time be necessary. In connecting these documents, I have endeavoured to introduce as much of their contents into my map, as was consistent with a due regard to perspicuity, and therefore flatter myself that it will be found as perfect as its scale can possibly admit.

"*A Map of the State of Indiana,*" in manuscript, embracing all the United States surveys made up to the time of its construction. This map was compiled and furnished by Samuel Williams, Esq., to whom I am indebted for nearly all the documents relating to the geography of Indiana employed on this part of my map. Mr. Williams has for many years been collecting geographical information on this interesting part of our country, with a view to the publication of a map of the state of Indiana on an extensive scale; which, from the unequivocal evidence of capacity already exhibited by him, will do credit to himself and his country. On the subject of the map furnished by Mr. Williams, he observes that "the principal points are laid down from the results of several astronomical observations, taken on the Ohio River, and on the north boundary of the state of Indiana, and may be relied on as correct." Those on the Ohio I found to correspond very nearly with the results of De Ferrer's observations, taken in 1801.

"*A Map of the Surveys in Indiana, South-east of the Wabash,*" includes all the surveys made since the formation of the preceding map. This map was also communicated by Mr. S. Williams, together with the boundaries of the counties recently organized, within the limits of the new surveys.

"*The Western Navigator,*" being a series of excellent charts of the Ohio and Mississippi Rivers, drawn by Samuel Cummings, and published in Philadelphia by E. Littell.

These charts have been executed with uncommon care, and are admitted to afford a more complete and satisfactory view of the Ohio River in its whole course, and the most interesting portion of the Mississippi, than any other documents now existing.

"*A Map of the Great Wabash, from Vincennes to its Mouth, by Thomas Hind.*" It has enabled me to correct a few points in the parts embraced by it. This country having been accurately surveyed, but little use was made of this map.

"*The Pittsburg Navigator, by Z. Cramer,*" was consulted for the location of a great number of towns and other places on the banks of the Ohio, never before shown on any map that I have met with. From

"The Ohio Gazetteer, by John Kilbourne,"

"The Western Gazetteer, by Samuel R. Brown,"

"The Emigrant's Guide, by William Darby,"

"The Western Navigator, by S. Cummings,"

"A Tour to Detroit, by William Darby," and the

"Natural and Statistical View of Cincinnati, by Daniel Drake," I have extracted much valuable information for the improvement of my map.

MAP OF THE STATES OF KENTUCKY AND TENNESSEE.

In the formation of this map, I have copied the Ohio River, and the towns, &c., upon and near its bank, from my map of Ohio and Indiana, in connection with the surveys of that river made in Illinois by the public surveyors. For the other parts of the map, the following works have been consulted:

"*A Map of the State of Kentucky, from actual survey, by Luke Munsell.*" This is drawn on a very extensive scale, occupies six large sheets, and is by far the best map of that state extant. It is, however, susceptible of improvement, by the insertion of some new counties that have been created since its first appearance. The lines of those counties were furnished me by Major N. A. Ware. William Henderson, Esq., late Surveyor-general of the state of Kentucky, politely furnished me with copies of his surveys of the country westward of Tennessee River. This document enabled me to correct the courses of the Tennessee and Cumberland Rivers, which Mr. Munsell has made to cross the parallel of 36° 30′ considerably too far to the eastward. Mr. Cummings's charts served me for the Mississippi River from the mouth of the Ohio to the southern boundary of the state of Tennessee. This part of the river has in some places been surveyed by the public surveyors, whose results correspond very nearly with Cummings's chart.

"*A Map of the State of Tennessee, by John Strother,*" in manuscript. It affords a pretty good view of the eastern and middle parts of the state.

"*A Map of the Hiwassee District,*" in manuscript, is from very accurate surveys, and was copied by me *in extenso* for that portion of the state of Tennessee.

"*A Map of the Congressional Reservation*" so called, is a copy in manuscript from actual and accurate surveys, and was transmitted to me by John H. Eaton, member of the Senate of the United States, from Tennessee.

"*Map of the Western District of Tennessee,*" compiled from the surveys above-mentioned. This map served me also for the counties west of the Tennessee River.

There appears to be much confusion existing among geographers, respecting the line of demarcation between Kentucky and Tennessee. Previously to laying down this line on my map, I had recourse to the correspondence of the commissioners appointed by those states respectively, for fixing in a determinate manner the boundary in question. This correspondence appears to have been terminated by an agreement to confirm what is usually called "Walker's line," which is represented on all our maps as running due east and west, a course which is entirely at variance with the view of that line presented by an examination of that correspondence. After a careful investigation of the subject, it appears that Walker commenced his line at a point on or very near the parallel of 36° 30′, and, in proceeding from thence towards the west, his general course must have been west 2° 20′ north, by which his line would intersect the Tennessee River 10 or 12 miles to the north of that parallel. I have accordingly given this course to the northern boundary of the state of Tennessee, from the Cumberland mountains to the Tennessee River, and from these mountains to the north-east corner of Tennessee, I have preserved the line of 36° 30′, as contemplated by the charter which defines the limits of Virginia, as it is understood to be admitted, that the title of the latter state to lands north of 36° 30′, and east of the Cumberland mountains, never was disputed by Tennessee.

How far I may be correct in this view of the subject it is not for me to say; should it eventually prove to be founded on an erroneous conception of the data consulted, I beg leave respectfully to solicit communications for its future correction.

MAP OF THE STATES OF NORTH AND SOUTH CAROLINA.

"*Map of the State of North Carolina, from actual survey, by Price and Strother.*" On comparing this map with the results of some late observations taken in South Carolina, and a computation of distances between different points, as shown by this map, an error of one degree of longitude was detected in its western extremity; the 83° on the map answering to the 82° of west longitude from Greenwich. This error will, perhaps, account for the difficulties of which geographers complain, when using this map in the construction of general maps of the United States. Before I made use of this map, I graduated a new scale of longitude, making allowance for the error of one degree, which brought its natural features to correspond with the maps of the adjoining states with as much precision as could be expected.

The surveys upon which Price and Strother's map is founded are very accurate, and, but for the error in longitude, the map would have been one of our best.

" *Map of Buncombe and Haywood counties, from actual surveys made by Z. Candler.*" This is an original map, drawn by the surveyor from his field notes; it served me to fill up an entire blank on Price and Strother's map.

" *A Map of Haywood County.*" By this map, and by a communication from M. Stokes, one of the commissioners appointed to extend the boundary line between the states of North Carolina and Tennessee, I was enabled to give locality to the limits between those states, and correct some errors of considerable magnitude with respect to the mountain ranges. It will be perceived that the boundary in question pursues a more westerly direction in its whole course, from the French Broad River to the Hiwassee River, than is usually represented. From the south-west end of the Unika Mountain, near the Hiwassee, the line assumes a due south course, until it reaches the thirty-fifth degree of north latitude, instead of intersecting that parallel obliquely, as shown by all our maps.

" *A Map of South Carolina, constructed and drawn from the District Surveys ordered by the Legislature, by John Wilson.*" The legislature of South Carolina, with its usual liberality, appropriated, from time to time, funds to the amount of 60,000 dollars, for the construction and publication of a state map. For this purpose surveys were made, and astronomical observations taken, to determine the positions of some important points, as a foundation for the proposed map, and other measures adopted to insure its speedy completion. This was effected during the year 1822, in a manner which reflects great credit on all engaged in its formation, and the citizens of South Carolina can now congratulate each other on the possession of a state map infinitely superior to most, and every way equal to any, publications of the kind. I have made use of this work alone in the formation of my map, not considering it necessary to consult any other document on the subject.

MAP OF THE STATES OF GEORGIA AND ALABAMA.

On reviewing the documents which I have been able to collect for this part of my work, I have to regret the want of such as relate to those surveys in the state of Georgia, which have been recently made between the Ocmulgee River and the Indian boundary line on the Flint River. No efforts have been wanting, on my part, to obtain copies of those surveys, which, notwithstanding the promise of assistance of those upon whom I depended most for aid, I have as yet been unable to procure.* Had it not been for the valuable communications, made from time to time, on this subject, by Major N. A. Ware, Charles Vignoles, and E. B. Jenkins, Esqs.,† (to all of whom I embrace the present opportunity of tendering my sincere acknowledgments,) my map would have presented a very imperfect view of this important state.

My materials for the state of Alabama, I am happy to say, are ample, and of the most authentic character, being for the most part tracings from the United States surveys, copied in the General Land Office at Washington,§ and other approved documents. The following is a list of such as have been used for the section under consideration:

" *Map of the State of Georgia, by Daniel Sturgis.*" In drawing my map, I have made the Savannah River, as represented by Wilson's Map of South Carolina, the basis, in preference to the one now under review. To this basis I have, with great labour, made my delineation of the contiguous parts of Georgia conform.

The difficulties which attended this process will, perhaps, be more readily understood and appreciated, after an inspection of the following table, showing the discrepancies between Wilson's and Sturgis's maps, respecting the longitude of some points on the Savannah River.

NAMES OF PLACES.	MAP OF SOUTH CAROLINA.	MAP OF GEORGIA.
	Long. W. of Washington.	Long. W. of Washington.
Commissioner's Island - - -	6° 03′ 30″	6° 42′ 00″
Petersburg, on Savannah River	5° 30′ 00″	5° 54′ 30″
Augusta - - - - - - - - - - -	4° 54′ 37″	5° 18′ 37″
Mouth of Briar Creek - - -	4° 23′ 30″	4° 44′ 00″
Savannah - - - - - - - - - -	4° 07′ 30″	4° 15′ 10″

From the above it will be perceived that the difference of longitude between Savannah and the Commissioner's island, as shown by Sturgis's map, is 2° 26′ 50″, and by Wilson's map 1° 56′ 00″, making a difference between these authorities, in the bearing of that island from Savannah, of 6° 15′ of a circle. In what manner this difference in bearing originated is difficult to determine, unless we suppose that the magnetic was mistaken for the true north by the

* Since the first impression of this Memoir was issued, I have been furnished, by order of Governor Troup, with copies of the surveys above-mentioned; these surveys have been inserted on the plate, which now exhibits the results of all the surveys hitherto made in the state of Georgia.

† E. B. Jenkins, formerly Surveyor-general of the state of Georgia.

§ To the polite and friendly attentions of the late Josiah Meigs, Esq., and the late and present Commissioners of the Land Office, J. Lyon and George Graham, Esqs., I am indebted for the facilities afforded me of procuring copies of all the public surveys, in the execution of which I have to acknowledge the liberal aid of Robert King and S. Davidson King, Esqs.

draftsman who connected the Georgia surveys. This supposition is strengthened by the coincidence of this difference with the variation of the compass, which was about 6° 15′ east, at and near Savannah, in 1812, the period when, probably, most of the surveys in Georgia were executed.

" *A Map of the Territory situated between the Oconee and Ocmulgee Rivers,*" (in Georgia,) " *by E. B. Jenkins,*" in manuscript. This is drawn from actual surveys, on a scale of four and a half miles to the inch, apparently with great care. I have consulted this map alone for the entire country represented by it.

" *A Map of the Counties of Appling, Irwin, and Early,*" is a copy in manuscript from the recent surveys of those counties, made by order of the legislature of Georgia, and communicated by C. Vignoles, Esq.

" *A Map of the State of Georgia,*" partly in manuscript, furnished by Major Ware, representing the counties which have been organized since the publication of Sturgis's map.

" *Copies of all the United States Surveys*" made in Alabama, and deposited in the General Land Office at Washington.

" *A Map of the Northern District of Alabama, drawn from the returns of the Surveyors, by Peel and Sannoner.*"

" *A Map of Alabama,*" in manuscript, communicated to me by John H. Eaton, Esq. It presents a more complete view of the Territory of the Cherokee and Creek Indians than any other map I have hitherto met with.

" *A Map of Mobile Bay, in the State of Alabama, by Curtis Lewis.*" It gives a tolerable view of the configuration of the bay and adjoining county, but is somewhat obscure with respect to the character of its projection, the degrees of longitude having a greater length than those of latitude.

" *Map of Mobile Bay,*" in manuscript, from which I delineated Mobile Bay and River, to the 31° of north latitude.

" *Copy of the Surveys made to fix the Boundary Line between the States of Alabama and Mississippi.*" This served me for a basis in connecting the surveys of the state of Alabama, made by Messrs. Coffee and Freeman.

By the polite assistance of J. J. Pleasants, Secretary of the State of Alabama, I have been enabled to trace the county divisions in that state with great exactness.

MAP OF THE STATES OF LOUISIANA AND MISSISSIPPI.

For this section the United States surveys were used, as far as they extend; for the remaining parts of those states, recourse was had to the following works:

" *A Map of the State of Louisiana, with part of Mississippi, mostly from actual Surveys, by William Darby.*" The advantages which Mr. Darby possessed of acquiring a thorough knowledge of the geography of Louisiana, by a residence and employment in that state as a surveyor, and his known ardour in pursuit of geographical information, afford the best guarantee for the accuracy of the map under review. I have accordingly consulted it with great confidence, for every part of Louisiana, except a portion of the Gulf coast, and such parts as have been surveyed by the public surveyors since its publication.

" *A Map of the States of Louisiana, Mississippi, and Alabama, by Maxfield Ludlow,*" was consulted for a part of the Gulf coast, &c.

" *A Map of the Choctaw Purchase,*" in manuscript. This exhibits the boundary line between this purchase and the Choctaw country from actual survey. I was enabled, by this map, to correct the course of the Big Black, Yazoo, and some other streams in the state of Mississippi.

" A Description of the State of Louisiana," and " The Emigrant's Guide," by William Darby,

" Breckenridge's View of Louisiana,"

" Emigrant's Directory, by Samuel Brown," and

" Stoddart's Sketches of Louisiana," have also been consulted by me during the progress of this map.

MAP OF THE STATES OF ILLINOIS AND MISSOURI.

The United States surveys having extended over the entire surface of the state of Illinois, with the exception of the Indian reservation and a portion of country about the sources of Vermillion River, there is but little information on its natural geography remaining to be supplied from other sources. A very considerable portion of the state of Missouri has also been surveyed. All these surveys have been incorporated into my map, to which was added the information afforded by a reference to the following works:

Two manuscript maps, furnished by Major S. H. Long. One supplied me with information on the Indian reservation in the state of Illinois, and the other, in connection with Lewis and Clark's maps, served me for the unsurveyed parts of Missouri.

" *A Map of the States of Illinois and Missouri, by L. C. Beck.*" This is a very accurate map, from which I obtained most of the county divsions in the latter state. I have also derived much assistance in this part of my work from a perusal of Schoolcraft's View of the Lead Mines in Missouri, Major Long's Expedition, and Beck's very valuable Gazetteer of Illinois and Missouri.

MAP OF THE TERRITORY OF FLORIDA.

I am indebted for nearly all the materials I possess for this territory, to Charles Vignoles, Esq., who politely and very liberally furnished me with all the original maps and notes from which he had constructed his excellent map of Florida, consisting of manuscript maps of

" *The Coast of Florida, from St. Mary's River to Key Biscayne, including all the Streams up to the head of Boat navigation, by C. Vignoles.*"

" *Map of St. Mary's River, by Z. Kingsley.*"

" *Map of St. John's River, by P. Mitchell and Z. Kingsley.*"

" *Map of the Country East of the Suwanee, by N. A. Ware and C. Vignoles.*"

" *Chart of the Coast and Keys of Florida, by Gault.*"

For the interior country, recourse was had to the manuscript maps of Florida in the topographical department at Washington. The southern part of the peninsula was corrected and improved by a reference to Bernard Romans' map.

From the foregoing account of the documents consulted during the progress of the American Atlas, the reader will be enabled to form some judgment with regard to its claims to authenticity. That I have availed myself of nearly all the recent and valuable additions to our stock of geographical knowledge, on the two continents of North and South America, particularly the former, will, I trust, be admitted by all who shall have directed their attention to the ample and original matter contained in the work. In the construction of the maps I have endeavoured, as far as my feeble capacity would permit, to select from among the immense mass of materials collected together for the purpose, such only as were founded upon actual surveys and astronomical observations; and, in the absence of these, the relations of travellers, and other geographical memoranda, which appeared to be deserving of confidence, were resorted to. Information regarding the United States generally, I have sedulously endeavoured to collect from every possible source, and the multitude of publications on subjects connected with it have been freely used; some with much advantage, while others presented little else than a dull and unprofitable repetition of what I had previously met with in their originals. The names of the latter authors are purposely omitted as unworthy of notice, especially as nothing could with justice be said of them to interest the public or redound to their own advantage. Others, deserving of notice, and perhaps entitled to my warmest thanks, may probably have been omitted, not through the want of respect, but of recollection. This I fear may be the case in some instances, as my account of many of the documents used in an early stage of the work was drawn up from memory, without the opportunity of an immediate reference to them. To all who have liberally and politely contributed towards lessening the burthen of my task by their valuable communications, to which, more than to my own exertions, is to be attributed whatever gives value or originality to the work, the acknowledgment of my deep sense of obligation is due.

If I have in any measure succeeded in the object of my humble but earnest endeavours, of presenting to my fellow-citizens an accurate and complete geographical view of this highly-favoured portion of the world, for the attaiment of which no exertions on my part have been withheld, nor any expense thought too great; I shall never regret the personal inconveniences to which an inadequate capital has sometimes subjected me, during the execution of this expensive and laborious work.

HENRY S. TANNER.

Philadelphia, Jan. 1, 1825.

The Roman numerals above denote the hour under the different meridians, when it is noon or 12 Oclock at Washington.
West 60 Longitude
Meridian of 0 Washington
East 60 Longitude
Morning IX hours
Evening III hours
Morning II hours
ARCTIC SEA OR FROZEN OCEAN
GREENLAND
Old Greenland
BAFFINS BAY
Arctic Circle
NORTH AMERICA
NORTH PACIFIC OCEAN
ATLANTIC OR WESTERN OCEAN
Tropic of Cancer
PACIFIC OCEAN
EQUATOR
SOUTH AMERICA
SOUTH ATLANTIC OCEAN
Tropic of Capricorn
SOUTH PACIFIC OCEAN
PACIFIC OCEAN
AFRICA
EUROPE
RUSSIA
ASIA
INDIAN OCEAN
NEW HOLLAND
SOUTHERN OCEAN
SOUTH SHETLAND
Antarctic Circle
Jan. 20 1774 Firm fields & vast mountains of Ice 71° 10 highest S. Latitude of Cap. Cook
THE WORLD ON MERCATORS PROJECTION
The Roman numerals underneath denote the hour under the different meridians, when it is noon or 12 Oclock at London.
West 60 Longitude
Meridian of 0 Greenwich
East 60 Longitude
Morning VI hours
Evening VI hours

Table exhibiting the extent & population

OF THE WORLD

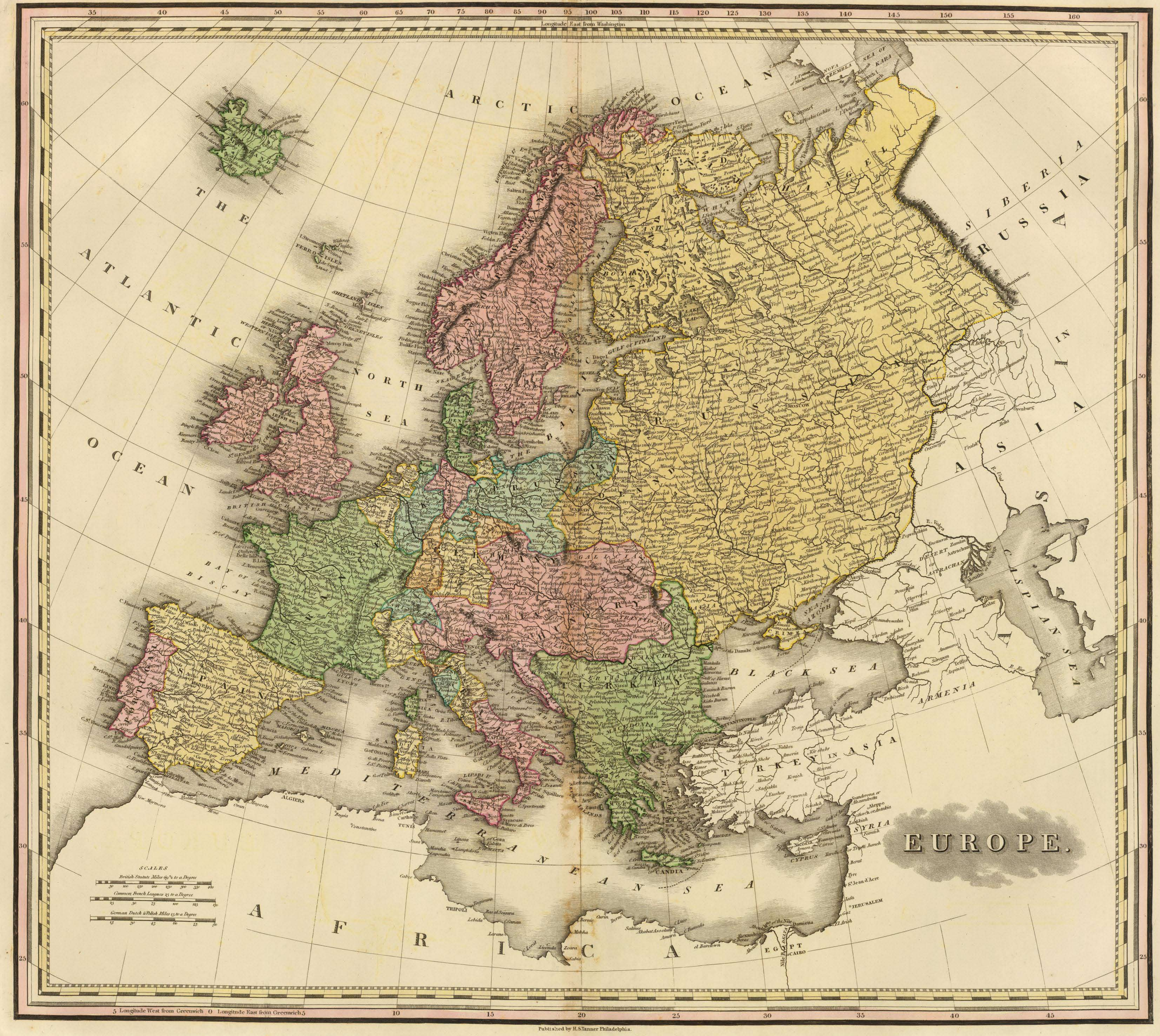
Countries of	Length	Breadth	Area Sq. Ms.	Population
N. & S. America	9382	3740	12.242.037	33.976.864
Europe	2432	2380	2.938.166	198.894.738
Africa	5004	4080	10.027.510	69.980.850
Asia	4865	5600	12.124.738	498.760.000
Other parts not enumerated in the above			4.409200	10.000.000
		Total	41.741651	811.612.452

To find the distance between any two places

Suppose the distance be required from the Island of St. Helena, to that of Georgia, in the Southern Ocean: Take the extent from one Island to the other and mark it off on the line B.C. of the annexed Scale, towards C. it will reach to E. Draw the oblique line A.E. then find the middle point of Latitude between the two places, on the graduated Scale at the sides of the Chart: This will be 37.° South. Next look to the perpendicular line A.B. on which find 37.° and draw a line from it parallel to C.B. The extent from C. to D. applied to the line B.C. at top, will shew the distance in degrees. Viz. 46.° which multiplied by 60 gives it in geographic miles, or by 69½ in English Statute Miles.

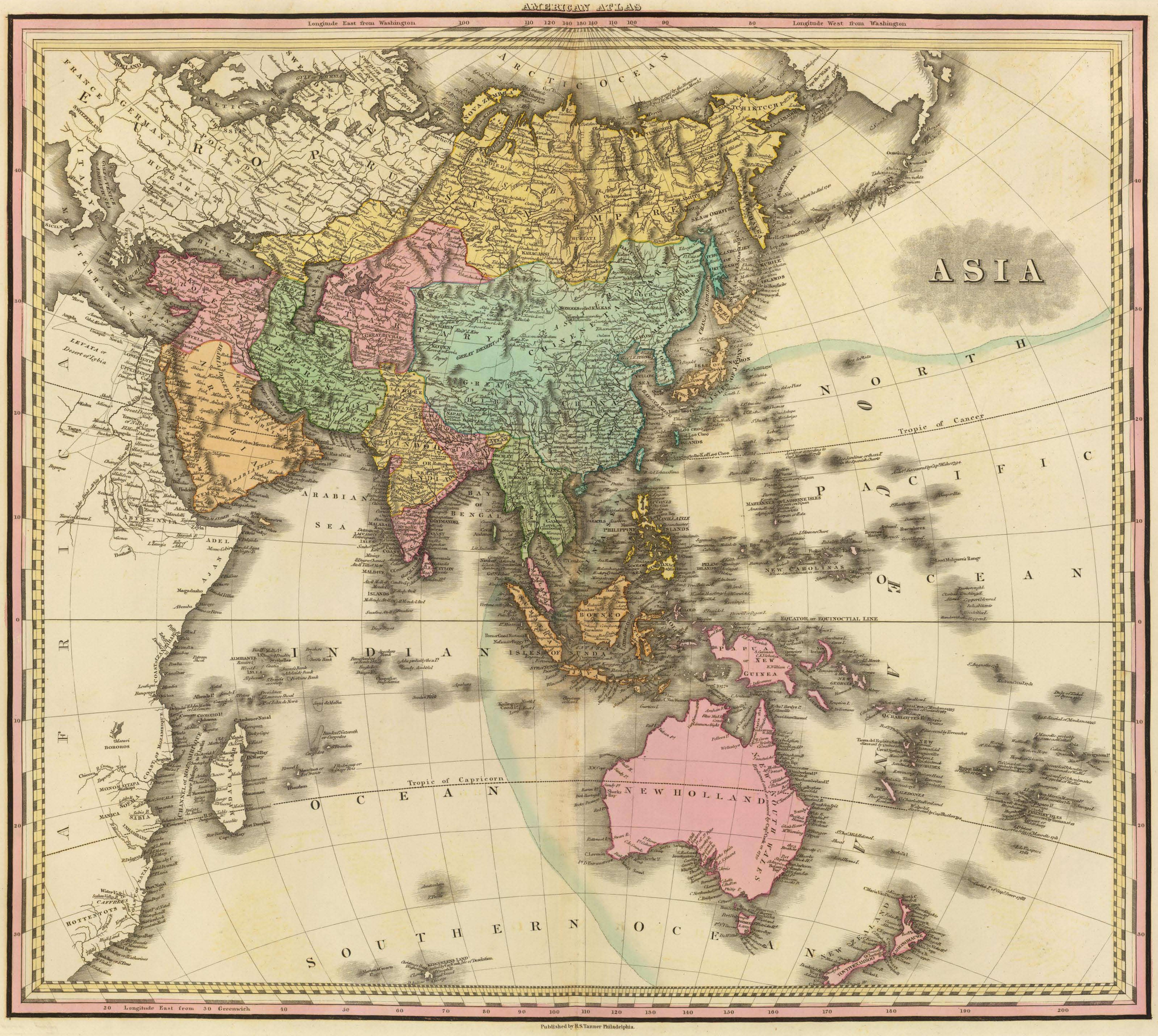
Published by H.S. Tanner Philada.

AMERICAN ATLAS



Longitude East from Washington
ARCTIC OCEAN
THE ATLANTIC OCEAN
NORTH SEA
BAY OF BISCAY
MEDITERRANEAN SEA
AFRICA
BLACK SEA
SIBERIA
RUSSIA IN ASIA
CASPIAN SEA
ARMENIA
TURKEY IN ASIA
SYRIA
CYPRUS
EGYPT
CANDIA
ALGIERS
TUNIS
TRIPOLI
JERUSALEM
SCALES
EUROPE.
Longitude West from Greenwich 0 Longitude East from Greenwich

Published by H.S.Tanner Philadelphia.


ASIA
Longitude East from Washington
Longitude West from Washington
Longitude East from Greenwich
ARCTIC OCEAN
EUROPE
FRANCE
GERMANY
SWEDEN
ARABIAN SEA
BAY OF BENGAL
INDIAN OCEAN
NORTH PACIFIC OCEAN
Tropic of Cancer
Tropic of Capricorn
EQUATOR or EQUINOCTIAL LINE
NEW HOLLAND
NEW SOUTH WALES
NEW GUINEA
NEW ZEALAND
BORNEO
PHILIPPINE ISLANDS
NEW CAROLINAS
ISLES OF SUNDA
SOUTHERN OCEAN
KERGUELENS LAND
AFRICA
ABYSSINIA
ADEL
AJAN
MOZAMBIQUE
CHANNEL OF MOZAMBIQUE
HOTTENTOTS
CAFFRES
LEVATA or Desert of Lybia

Published by H.S. Tanner Philadelphia.

Longitude East 100 from Washington
SPAIN
TURKEY IN ASIA
NORTH ATLANTIC OCEAN
GREAT DESERT OF ZAARA
Tropic of Cancer
ASIA
ARABIA
YEMEN
BOURNOU
SOUDAN OR NIGRITIA
NEGROES
Mountains of Kong
UPPER GUINEA
Mountains of the Moon
KINGDOM OF GINGIRI
GULF OF GUINEA
EQUATOR
NIMEAMAY
SOUTH ATLANTIC OCEAN
Meridian of Greenwich
UNKNOWN PARTS
INDIAN OCEAN
AFRICA
Tropic of Capricorn
Longitude West 20 from Greenwich
Longitude East 20 from Greenwich

Engraved & Published by H.S. Tanner, Philadelphia.

Longitude West from Washington 90
Longitude East from Washington 90
AMERICA
NORTH AMERICA
HUDSONS BAY
BAFFINS BAY
GREENLAND
ICY SEA
NORTH PACIFIC OCEAN
SANDWICH ISLES
Tropic of Cancer
THE ATLANTIC OR WESTERN OCEAN
AZORES or WESTERN ISLES
BANK of NEWFOUNDLAND
CANARY IS.
CAPE VERD IS.
WEST INDIES
CARIBBEAN SEA
EQUATOR
GALLIPAGOS
SOUTH AMERICA
MARQUESAS
Society Islands
DANGEROUS ARCHIPELAGO
Tropic of Capricorn
SOUTH PACIFIC OCEAN
SOUTH ATLANTIC OCEAN
EUROPE
GERMANY
FRANCE
SPAIN
BRITISH ISLES
NORTH SEA
AFRICA
Great Desert of Zaara
HILLAL ARABS
Gum Forests
UPPER GUINEA
IVORY C.
GOLD C.
Meridian of Greenwich
Longitude West 10 from Greenwich 0

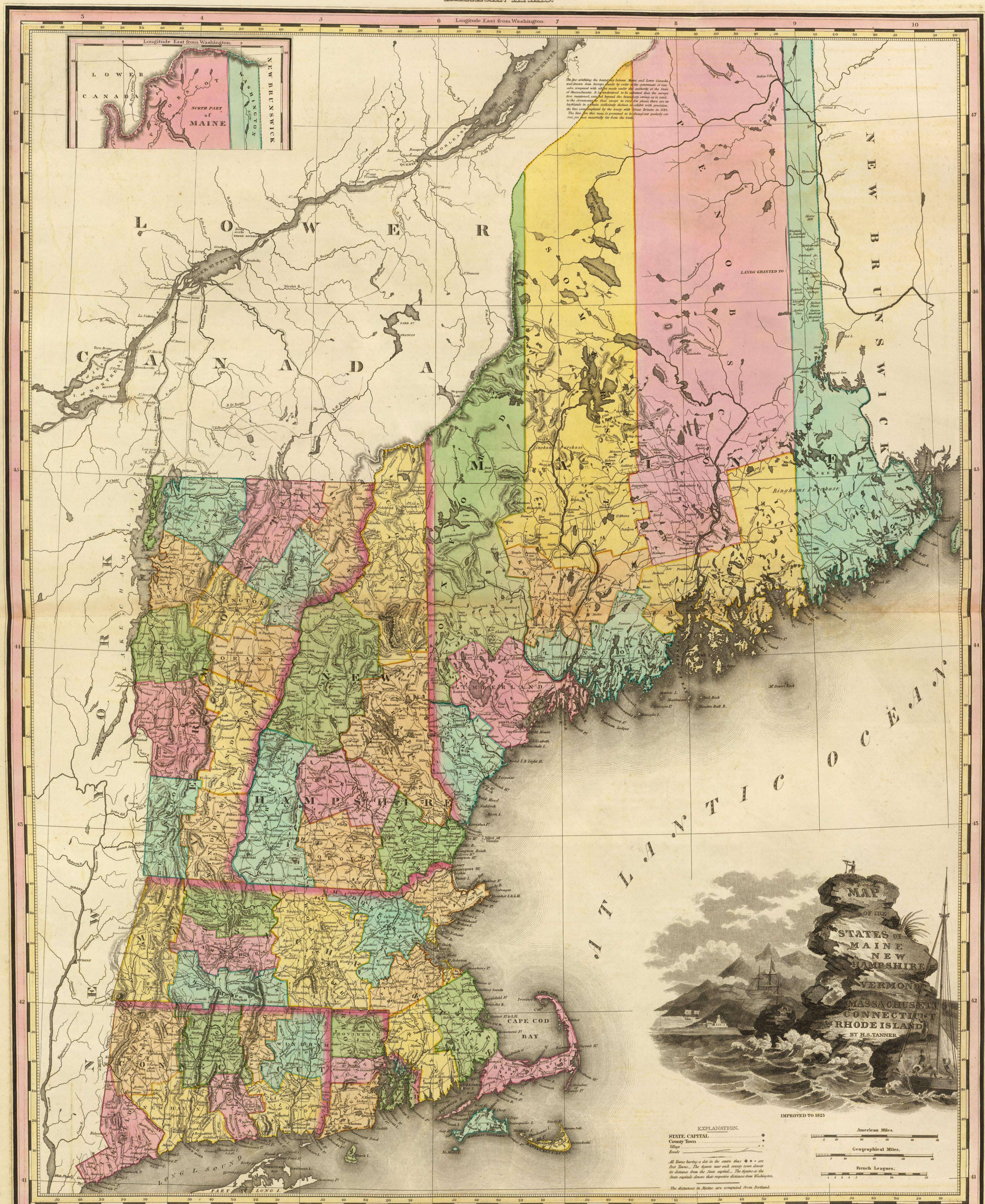
Published by H. S. Tanner, Philadelphia.

SOUTH AMERICA
WITH IMPROVEMENTS TO 1823
BY H.S.TANNER.
Longitude East 20 from Washington
ATLANTIC OR WESTERN
OCEAN
WEST INDIES
CARIBBEAN SEA
BAY OF HONDURAS
JAMAICA
Equator or Equinoctial Line
SOUTH PACIFIC OCEAN
Tropic of Capricorn
SOUTH ATLANTIC
FALKLAND'S ISLANDS called by the French and Spaniards Isles Malouines
STR. OF MAGELLAN
TIERRA DEL FUEGO
C. HORN
Aurora Iˢ.
SOUTH GEORGIA
COMPARATIVE ALTITUDES OF THE MOUNTAINS TOWNS &c. OF SOUTH AMERICA.
Scale of Feet
Scale of Miles
Inferior limit of Perpetual Snow
Level of the Sea
FEET
1 Chimborazo 21,441
2 Cayambe Urcu 19,386
3 Antisana 19,149
4 Cotopaxe 18,891
5 El Altar 17,256
6 Illinissa 17,238
7 Sangui 17,136
8 Tunguragua 16,500
9 Cata Catche 16,434
10 Nevada of S. Marta 16,419
11 Pichinca 15,939
12 El Corazon 15,795
13 Carguirazo 15,540
14 Nevada of Merida 15,201
15 Mines of Huanca Velica 13,600
16 Farm House of Antisana 13,434
17 Ruins of los Paredones 13,261
18 Plain of Assuay 13,123
19 Mines of Chota 11,562
20 City of Quito 9,514
21 City of Sᵗᵃ Fe de Bogota 8,694
22 Silla de Caraccas 8,420
23 Precipice of Dᵒ 8,000
24 City of Popayan 5,905
25 Depth of the Crevice of Chota 4,922
26 Fort la Cuchilla 4,921
27 Depth of the Crevice of Cutaco 4,265
28 Natˡ Bridge of Icononzo 2,930
29 City of Caraccas 2,903
30 Depth of the Crevice of Icononzo 320
31 City of Cumana 18
32 La Guira 10
SCALES.
British Statute Miles 69½ to a Degree.
Common French Leagues 25 to a Degree.
Spanish Leagues 26 to a Degree.
Portuguese Leagues 17½ to a Degree.
Longitude Wᵗ 56 from Greenwich

Entered according to Act of Congress, the 5th day of June 1823 by Tanner, Vallance, Kearny & Co. of the State of Pennsylvania.

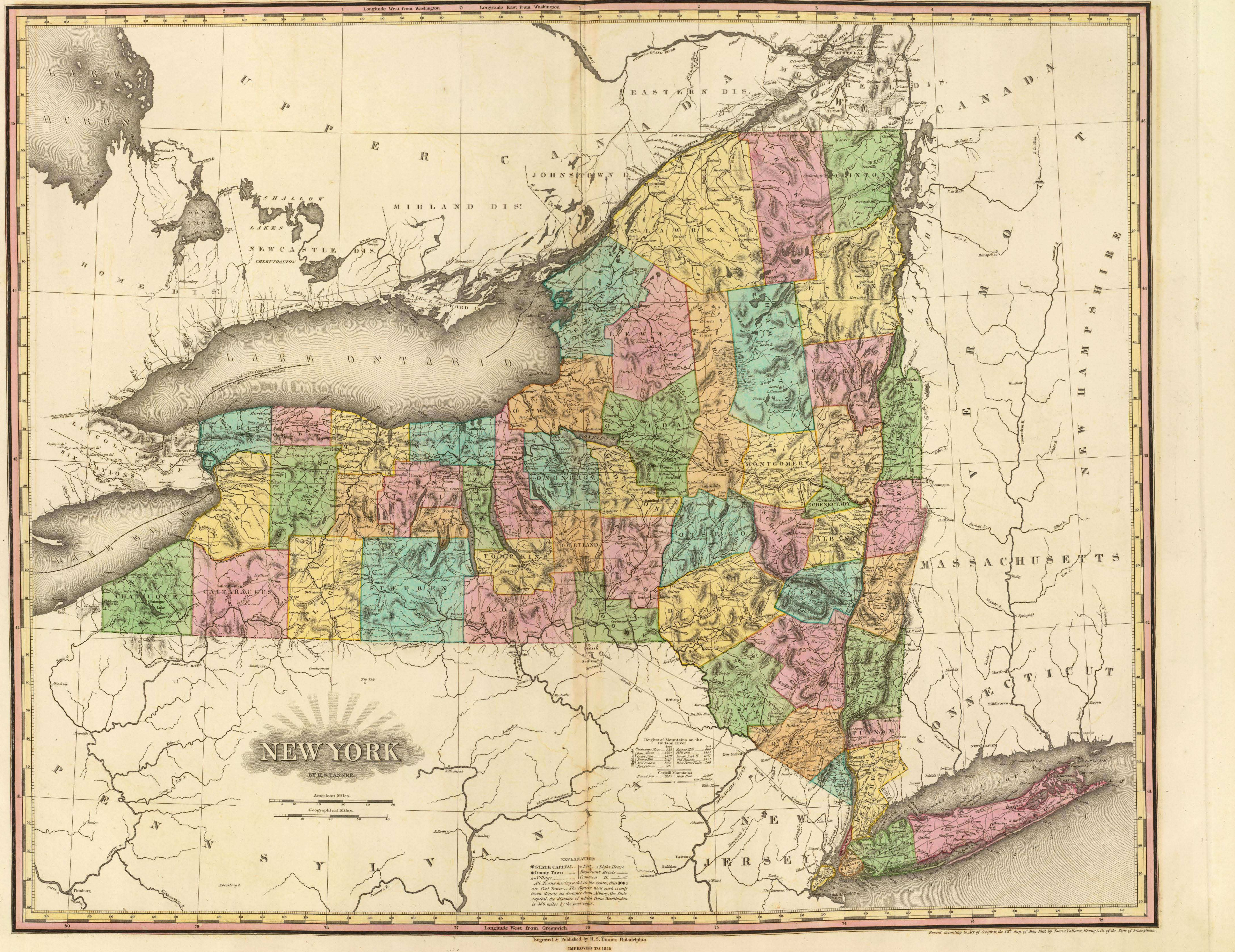
Engraved & Published by H.S. Tanner Philadelphia.

AMERICAN ATLAS
AMERICAN ATLAS
A MAP OF
NORTH AMERICA,
CONSTRUCTED ACCORDING TO THE LATEST INFORMATION:
by H. S. TANNER.
IMPROVED to 1825
ARCTIC OCEAN
RUSSIAN POSSESSIONS
ALEUTIAN ISLES
HUDSONS BAY
LABRADOR
GREENLAND
PACIFIC OCEAN
ATLANTIC OCEAN
GULF OF MEXICO
BAY OF CAMPEACHY
CARIBBEAN SEA
SOUTH AMERICA
COMPARATIVE ALTITUDES OF THE MOUNTAINS, TOWNS &c. OF NORTH AMERICA.

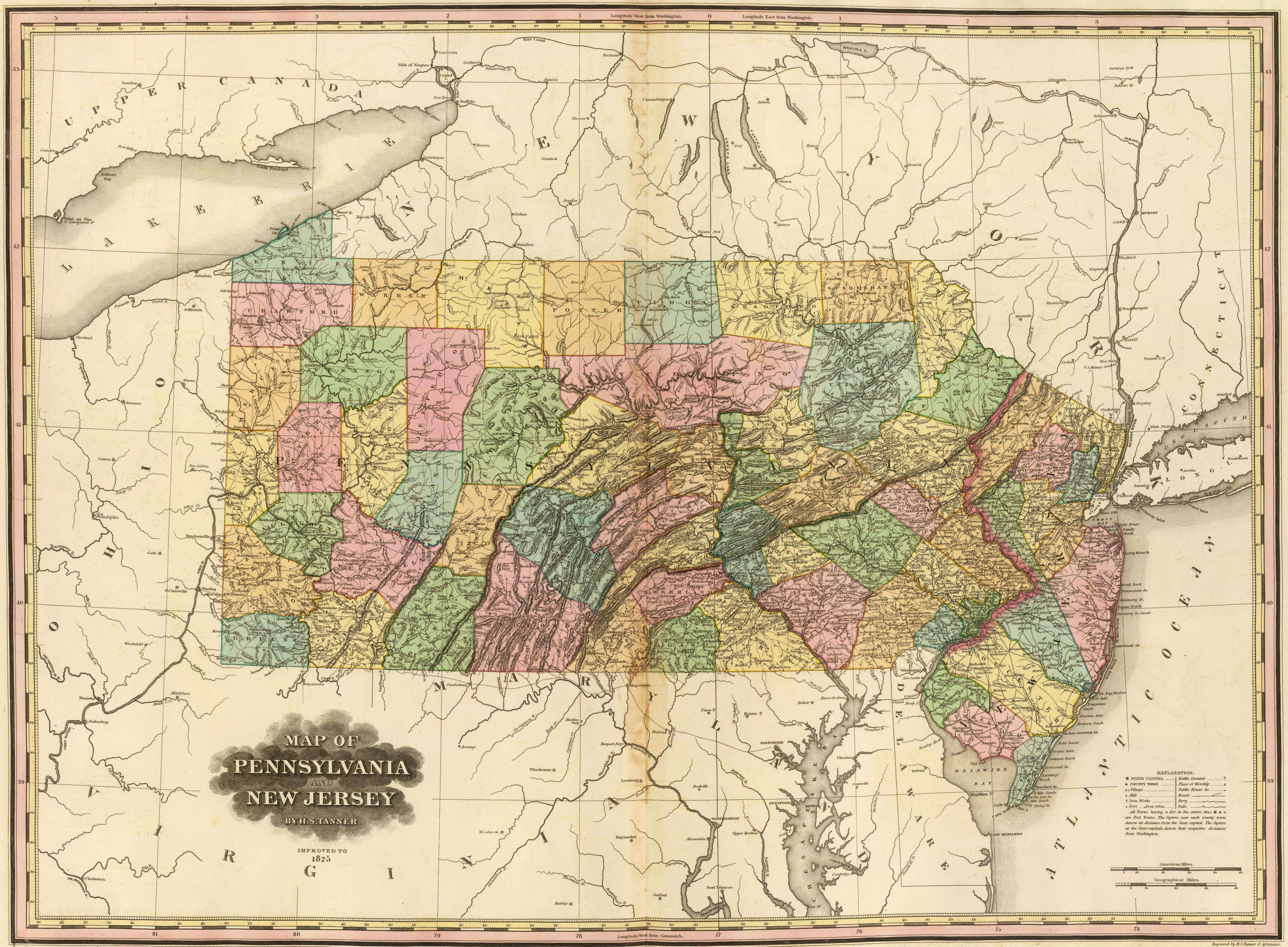

MAP
OF THE
STATES OF
MAINE
NEW
HAMPSHIRE
VERMONT
MASSACHUSETTS
CONNECTICUT
& RHODE ISLAND
BY H.S. TANNER
IMPROVED TO 1825
LOWER CANADA
NEW BRUNSWICK
NORTH PART of MAINE
ATLANTIC OCEAN
CAPE COD BAY
Longitude West from Greenwich.
Longitude East from Washington.
EXPLANATION.
STATE CAPITAL
County Town
Village
Roads
All Towns having a dot in the centre thus are Post Towns. The figures near each county town denote its distance from the State capital. The figures at the State capitals denote their respective distances from Washington.
The distances in Maine are computed from Portland.
American Miles.
Geographical Miles.
French Leagues.

Engraved & Published by H.S. Tanner, Philadelphia.

Entered according to Act of Congress, 14th day of Novr. 1820, by H.S. Tanner, of the State of Pennsylvania.


NEW YORK
BY H.S. TANNER.
American Miles.
Geographical Miles.
Longitude West from Washington
Longitude East from Washington
Longitude West from Greenwich
UPPER CANADA
LOWER CANADA
LAKE HURON
LAKE ONTARIO
LAKE ERIE
HOME DIS.
NEWCASTLE DIS.
MIDLAND DIS.
JOHNSTOWN DIS.
EASTERN DIS.
MONTREAL DIS.
VERMONT
NEW HAMPSHIRE
MASSACHUSETTS
CONNECTICUT
PENNSYLVANIA
NEW JERSEY
LONG ISLAND
LONG ISLAND SOUND
CLINTON
MONTGOMERY
SCHENECTADY
ALBANY
ONONDAGA
CORTLAND
TOMPKINS
STEUBEN
CATTARAUGUS
CHATAUQUE
ORANGE
PUTNAM
WESTCHESTER
ROCKLAND
RICHMOND
KINGS
QUEENS
SULLIVAN
DUTCHESS
Heights of Mountains on the Hudson River
Highlands
Anthonys Nose 935
Bare Mount 1350
Crows Nest 1418
Butter Hill 1529
New Beacon 1555
Fort Putnam 595
Sugar Hill 866
Bull Hill 1484
Break Neck H. 1187
Old Beacon 1471
West Point Plain 188
Catskill Mountains
Round Top 3105
High Peak 3019
EXPLANATION
STATE CAPITAL.
County Town
Village
Fort
Light House
Important Roads
Common Dº
All Towns having a dot in the centre, thus are Post Towns. The figures near each county town denote its distance from Albany, the State capital; the distance of which from Washington is 356 miles by the post road.
Entered according to Act of Congress, the 12th day of May 1819, by Tanner, Vallance, Kearny & Co. of the State of Pennsylvania.

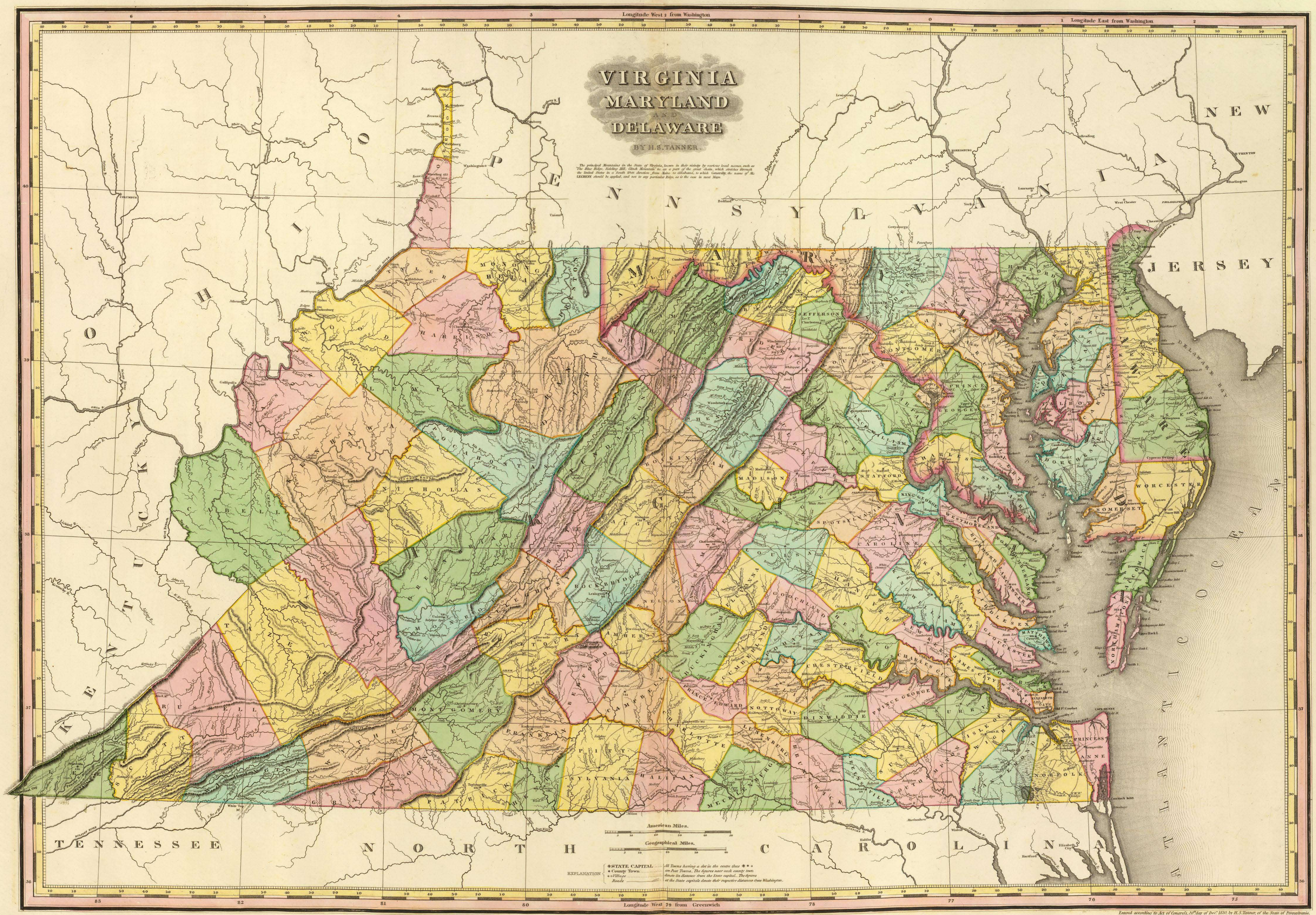
Engraved & Published by H.S. Tanner, Philadelphia.
IMPROVED TO 1825


MAP OF
PENNSYLVANIA
AND
NEW JERSEY
BY H. S. TANNER.
IMPROVED TO
1825
EXPLANATION.
STATE CAPITAL
COUNTY TOWN
Village
Mill
Iron Works
Fort
Post Office
Battle Ground
Place of Worship
Public House &c.
Roads
Ferry
Falls
All Towns having a dot in the centre, thus, are Post Towns. The figures near each county town, denote its distance from the State capital. The figures at the State capitals, denote their respective distances from Washington.
American Miles.
Geographical Miles.
UPPER CANADA
LAKE ERIE
NEW YORK
ATLANTIC OCEAN
MARYLAND
DELAWARE
VIRGINIA
OHIO
Longitude West from Washington.
Longitude East from Washington.
Longitude West from Greenwich.

Entered according to Act of Congress, the 20th day of August 1823, by H. S. Tanner, of the State of Pennsylvania.

Published by H. S. Tanner, Philadelphia.

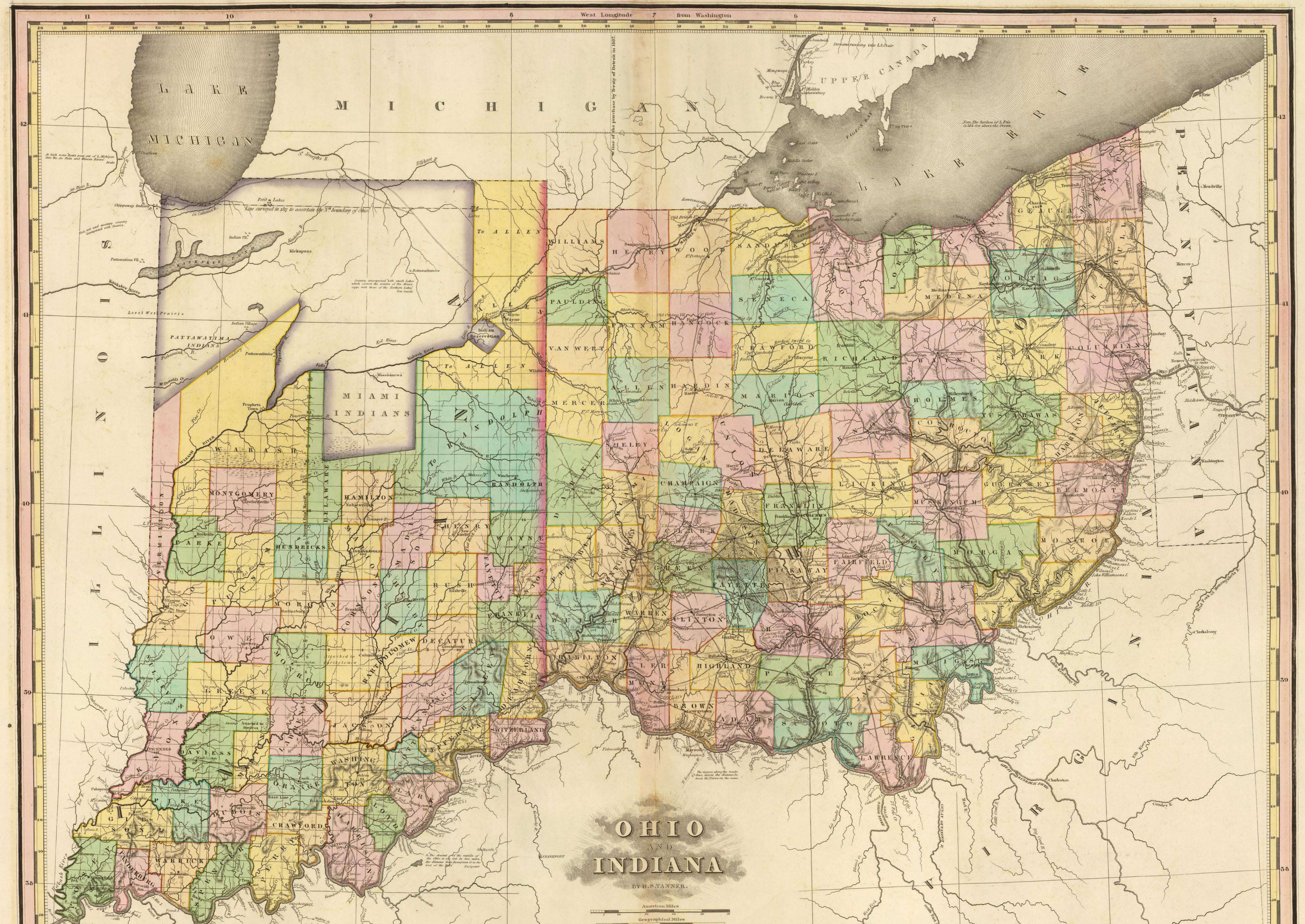
Engraved by H. S. Tanner & Assistants.


Longitude West 2 from Washington
Longitude East from Washington
VIRGINIA
MARYLAND
AND
DELAWARE
BY H.S. TANNER.
The principal Mountains in the State of Virginia, known in their vicinity by various local names, such as "The Blue Ridge, Sideling Hill, Clinch Mountain" &c. are a part of the great chain, which stretches through the United States in a South West direction from Maine to Alabama, to which Generally, the name of AL-LEGHENY should be applied, and not to any particular Ridge, as is the case in most Maps.
PENNSYLVANIA
NEW JERSEY
OHIO
KENTUCKY
TENNESSEE
NORTH CAROLINA
ATLANTIC OCEAN
American Miles.
Geographical Miles.
EXPLANATION
STATE CAPITAL
County Town
Village
Roads
All Towns having a dot in the centre thus are Post Towns. The figures near each county town denote its distance from the State capital. The figures at the State capitals denote their respective distances from Washington.
Longitude West 79 from Greenwich

Engraved & Published by H.S. Tanner, Philadelphia.

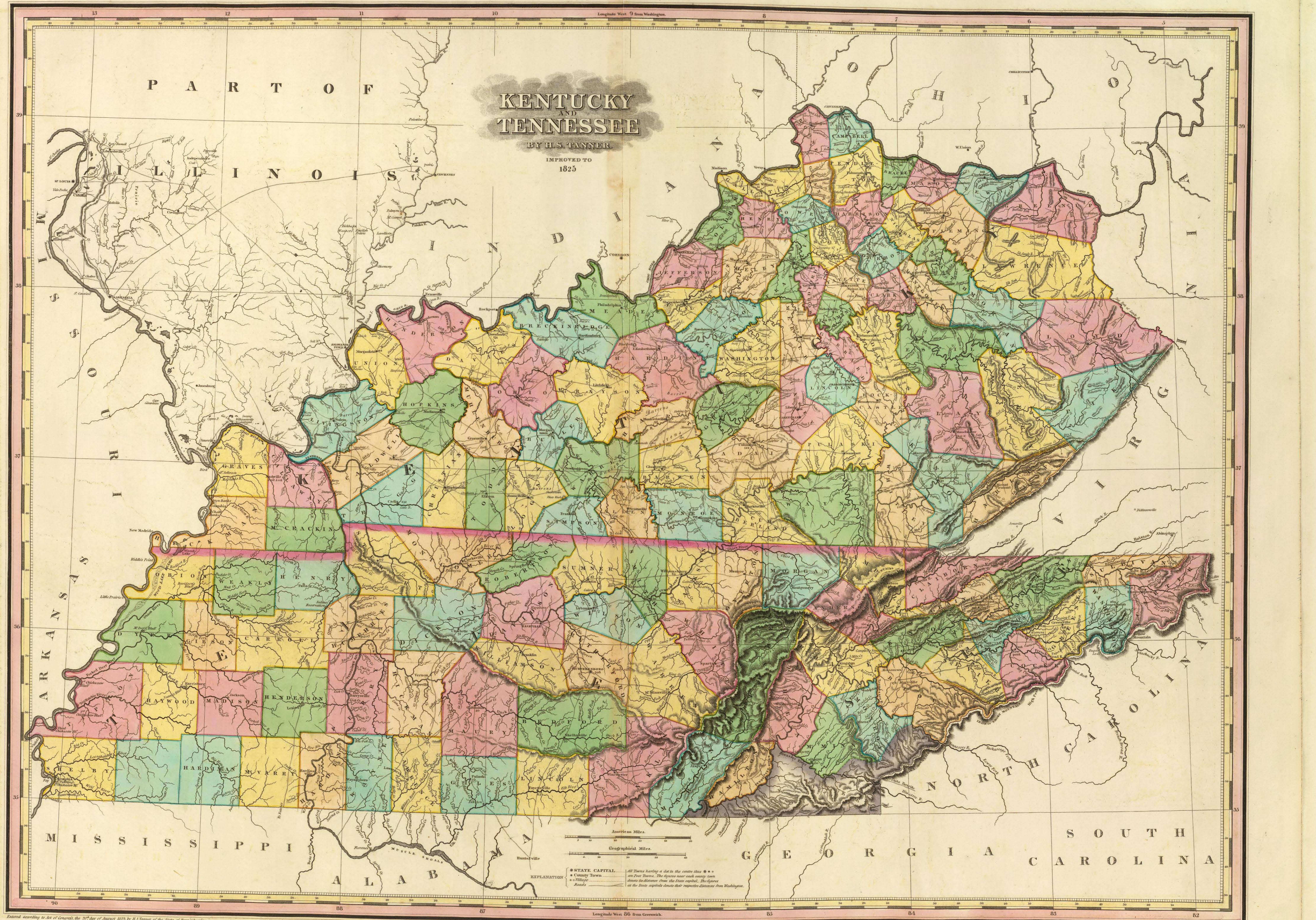
IMPROVED TO 1825

Entered according to Act of Congress, 20th day of Decr. 1820, by H.S. Tanner, of the State of Pennsylvania.


OHIO
AND
INDIANA
BY H.S.TANNER.
American Miles
Geographical Miles
EXPLANATION
STATE CAPITAL
County Town
Village
Roads
All Towns having a dot in the centre thus are Post Towns. The figures near each county town denote its distance from the State capital. The figures at the State capitals denote their respective distances from Washington.
The figures along the roads thus, denote the distance between the Towns on the same.
West Longitude from Washington
West Longitude from Greenwich
LAKE MICHIGAN
MICHIGAN
UPPER CANADA
LAKE ERIE
PENNSYLVANIA
VIRGINIA
KENTUCKY
ILLINOIS
MIAMI INDIANS
PATTAWATIMA INDIANS

Engraved & Published by H.S.Tanner, Philadelphia.
IMPROVED TO 1825

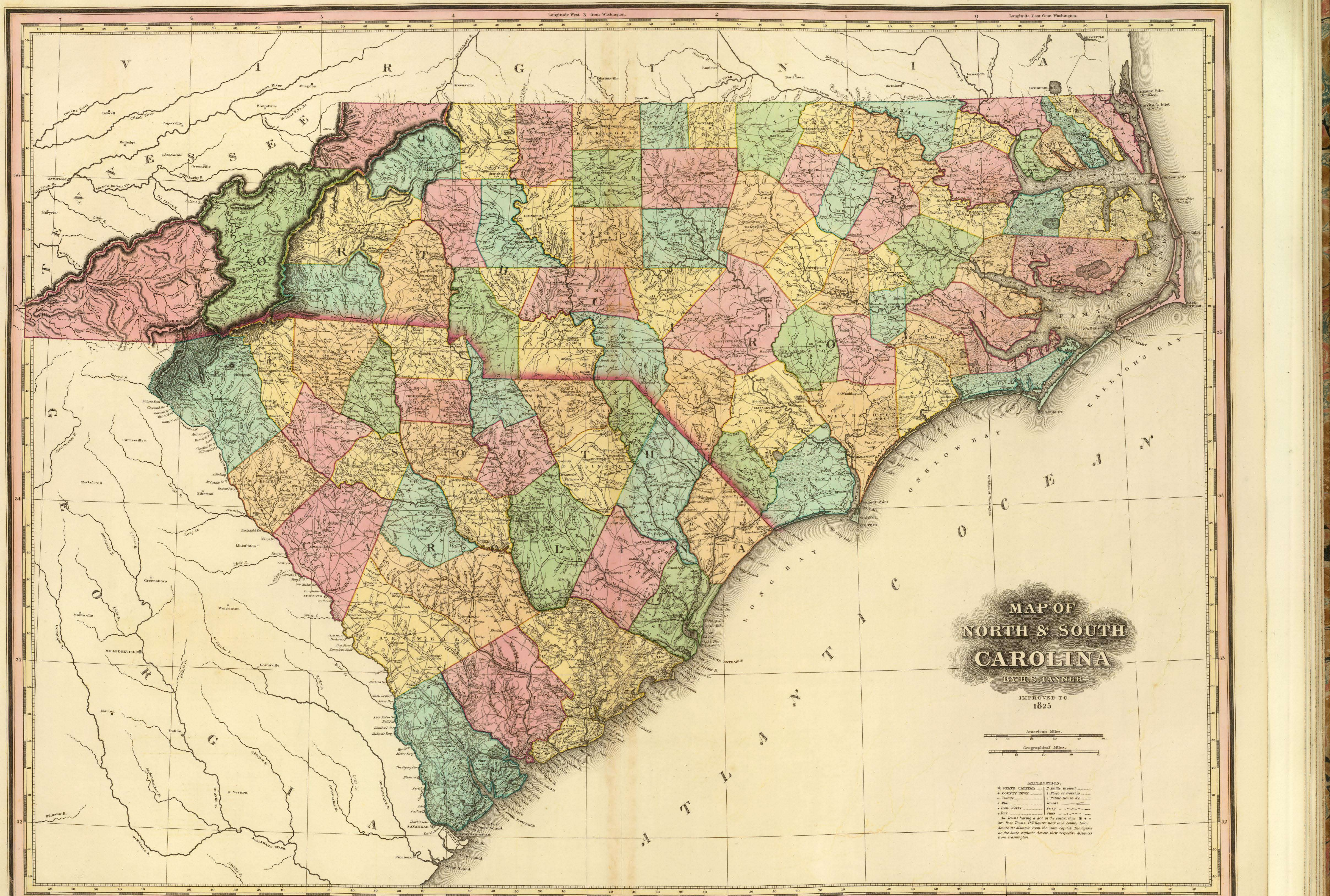
Entered according to Act of Congress, 24th day of May 1819, by Tanner, Vallance, Kearny & Co. of the State of Pennsylvania.


KENTUCKY
AND
TENNESSEE
BY H. S. TANNER.
IMPROVED TO
1825
Longitude West 9 from Washington.
PART OF
ILLINOIS
INDIANA
OHIO
VIRGINIA
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
ALABAMA
MISSISSIPPI
ARKANSAS
MISSOURI
American Miles.
Geographical Miles.
EXPLANATION
STATE CAPITAL
County Town
Village
Roads
All Towns having a dot in the centre thus are Post Towns. The figures near each county town denote its distance from the State capital. The figures at the State capitals denote their respective distances from Washington.
Longitude West 86 from Greenwich.

Entered according to Act of Congress, the 20th day of August 1823, by H.S. Tanner, of the State of Pennsylvania.

Published by H.S. Tanner, Philadelphia.

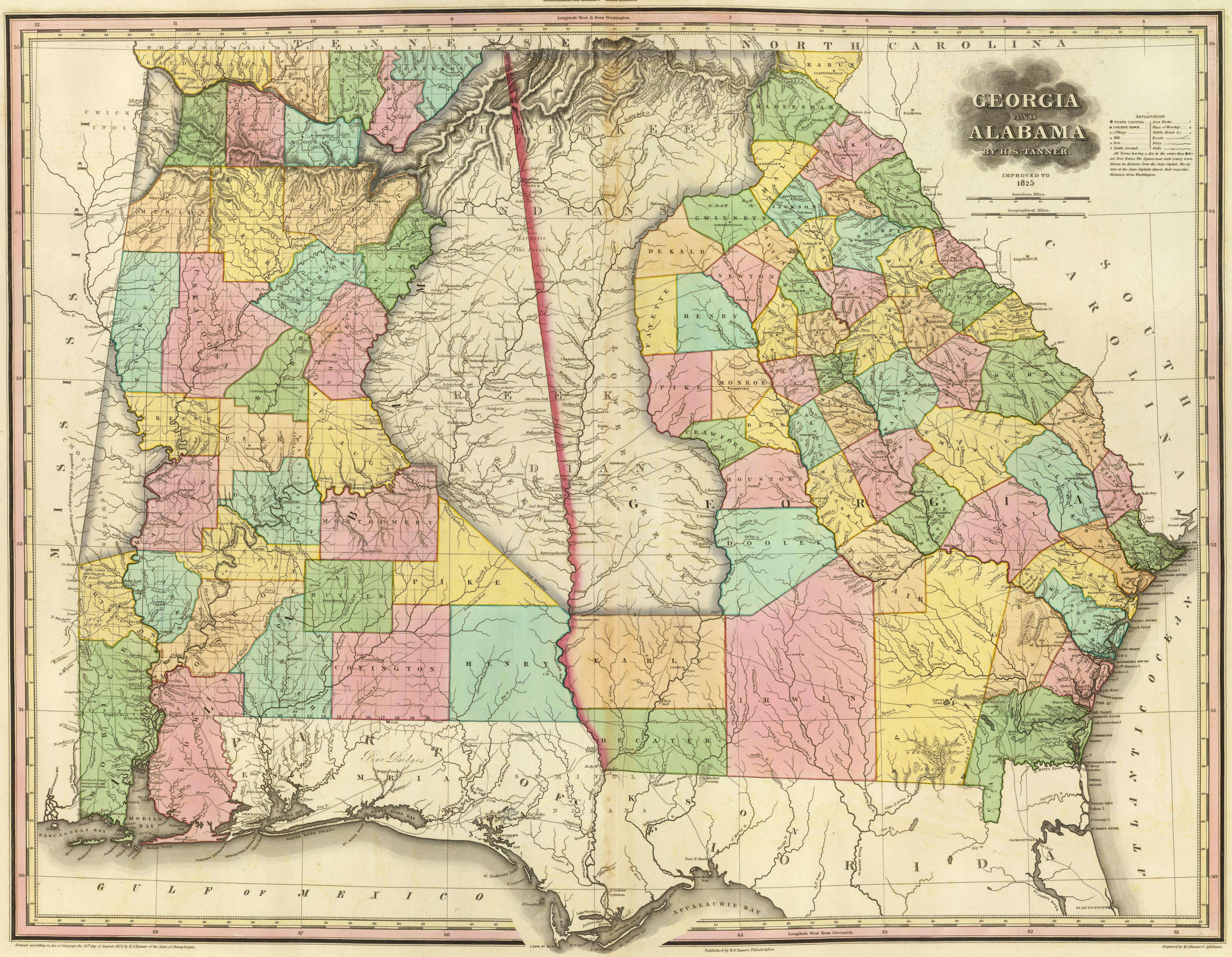
Engraved by H.S. Tanner & Assistants.


MAP OF
NORTH & SOUTH
CAROLINA
BY H.S. TANNER.
IMPROVED TO
1825
American Miles.
Geographical Miles.
EXPLANATION.
STATE CAPITAL
COUNTY TOWN
Village
Mill
Iron Works
Fort
Battle Ground
Place of Worship
Public House &c.
Roads
Ferry
Falls
All Towns having a dot in the centre, thus, are Post Towns. The figures near each county town denote its distance from the State capital. The figures at the State capitals denote their respective distances from Washington.
Longitude West 3 from Washington.
Longitude East from Washington.
Longitude West 80 from Greenwich.
VIRGINIA
TENNESSEE
NORTH CAROLINA
SOUTH CAROLINA
GEORGIA
ATLANTIC OCEAN
ONSLOW BAY
LONG BAY
RALEIGH'S BAY
PAMTICO SOUND

Entered according to Act of Congress, the 20th day of August 1823, by H. S. Tanner, of the State of Pennsylvania.

Published by H. S. Tanner, Philadelphia.

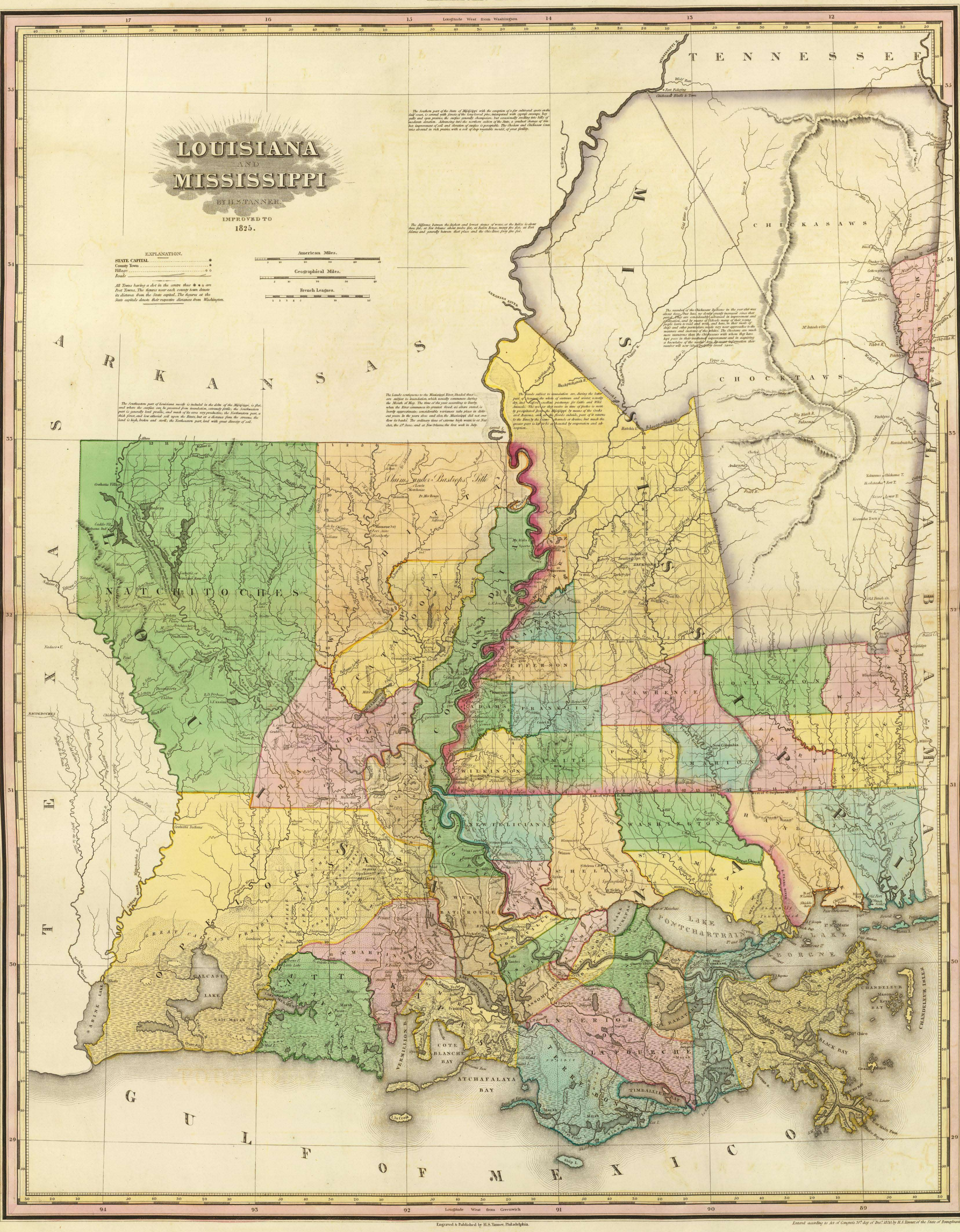
Engraved by H. S. Tanner & Assistants.


Longitude West from Washington.
GEORGIA
AND
ALABAMA
BY H. S. TANNER.
IMPROVED TO
1825
American Miles.
Geographical Miles.
EXPLANATION
STATE CAPITAL
COUNTY TOWN
Village
Mill
Fort
Battle Ground
Iron Works
Place of Worship
Public House &c.
Roads
Ferry
Falls
All Towns having a dot in the centre thus are Post Towns. The figures near each county town denote its distance from the State Capital. The figures at the State Capitals denote their respective distances from Washington.
TENNESSEE
NORTH CAROLINA
SOUTH CAROLINA
MISSISSIPPI
GEORGIA
FLORIDA
GULF OF MEXICO
APPALACHIE BAY
MOBILE BAY
PASCAGOULA BAY
CHEROKEE INDIANS
CREEK INDIANS
ATLANTIC OCEAN
RABUN
HABERSHAM
GWINNETT
DEKALB
HENRY
FAYETTE
PIKE
MONROE
CRAWFORD
HOUSTON
DOOLEY
EARLY
IRWIN
DECATUR
MARION
MONTGOMERY
PIKE
HENRY
COVINGTON
PERRY
Pine Ridges
Edgefield C.H.
Longitude West from Greenwich.
88
87
86
84
83
82
81

Entered according to Act of Congress, the 20th day of August 1823, by H. S. Tanner, of the State of Pennsylvania.

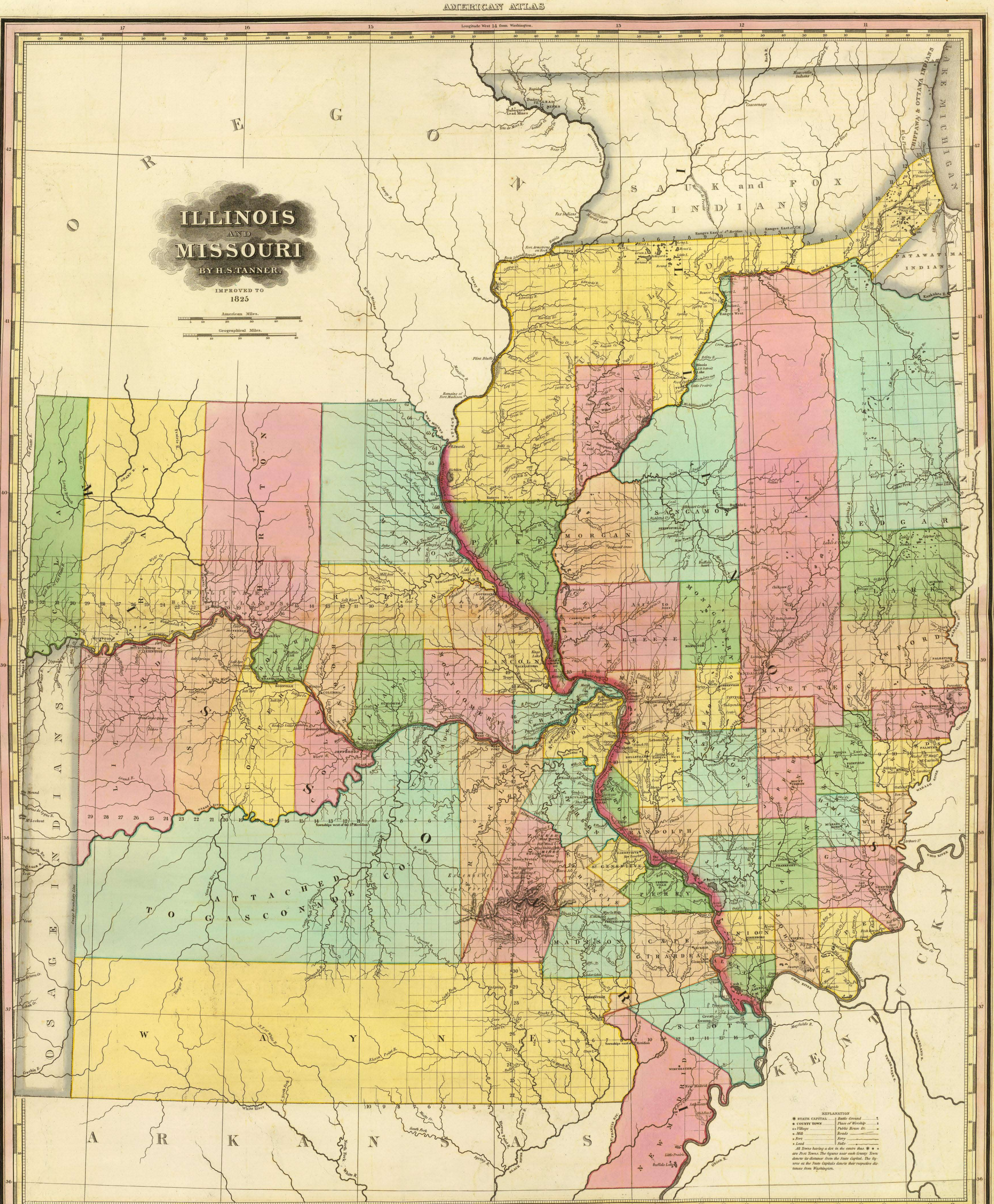
Published by H. S. Tanner Philadelphia.

Engraved by H. S. Tanner & Assistants.


LOUISIANA
AND
MISSISSIPPI
BY H.S. TANNER.
IMPROVED TO
1825.
EXPLANATION.
American Miles.
Geographical Miles.
French Leagues.
Longitude West from Washington
Longitude West from Greenwich
TENNESSEE
ARKANSAS
TEXAS
MISSISSIPPI
LOUISIANA
ALABAMA
CHICKASAWS
CHOCKTAWS
NATCHITOCHES
JEFFERSON
FRANKLIN
LAWRENCE
MARION
WILKINSON
WASHINGTON
LAKE PONTCHARTRAIN
BORGNE
CHANDELEUR ISLES
CHANDELEUR BAY
BLACK BAY
ATCHAFALAYA BAY
COTE BLANCHE BAY
TIMBALIER
CALCASIU LAKE
SABINE
INTERIOR
LAFOURCHE
Ship I.
GULF OF MEXICO

Engraved & Published by H.S. Tanner, Philadelphia.

Entered according to Act of Congress 20th day of Decr. 1820, by H.S. Tanner, of the State of Pennsylvania


ILLINOIS
AND
MISSOURI
BY H.S.TANNER.
IMPROVED TO
1825
American Miles.
Geographical Miles.
Longitude West 14 from Washington.
Longitude West 91 from Greenwich.
O R E G O N
SAUK and FOX
INDIANS
OSAGE INDIANS
ARKANSAS
KENTUCKY
LAKE MICHIGAN
EXPLANATION
STATE CAPITAL
COUNTY TOWN
Village
Mill
Fort
Lead
Battle Ground
Place of Worship
Public House &c.
Roads
Ferry
Falls
All Towns having a dot in the centre thus. are Post Towns. The figures near each County Town denote its distance from the State Capital. The figures at the State Capitals denote their respective distances from Washington.

Entered according to Act of Congress the 20th day of August 1823, by H.S. Tanner, of the State of Pennsylvania.

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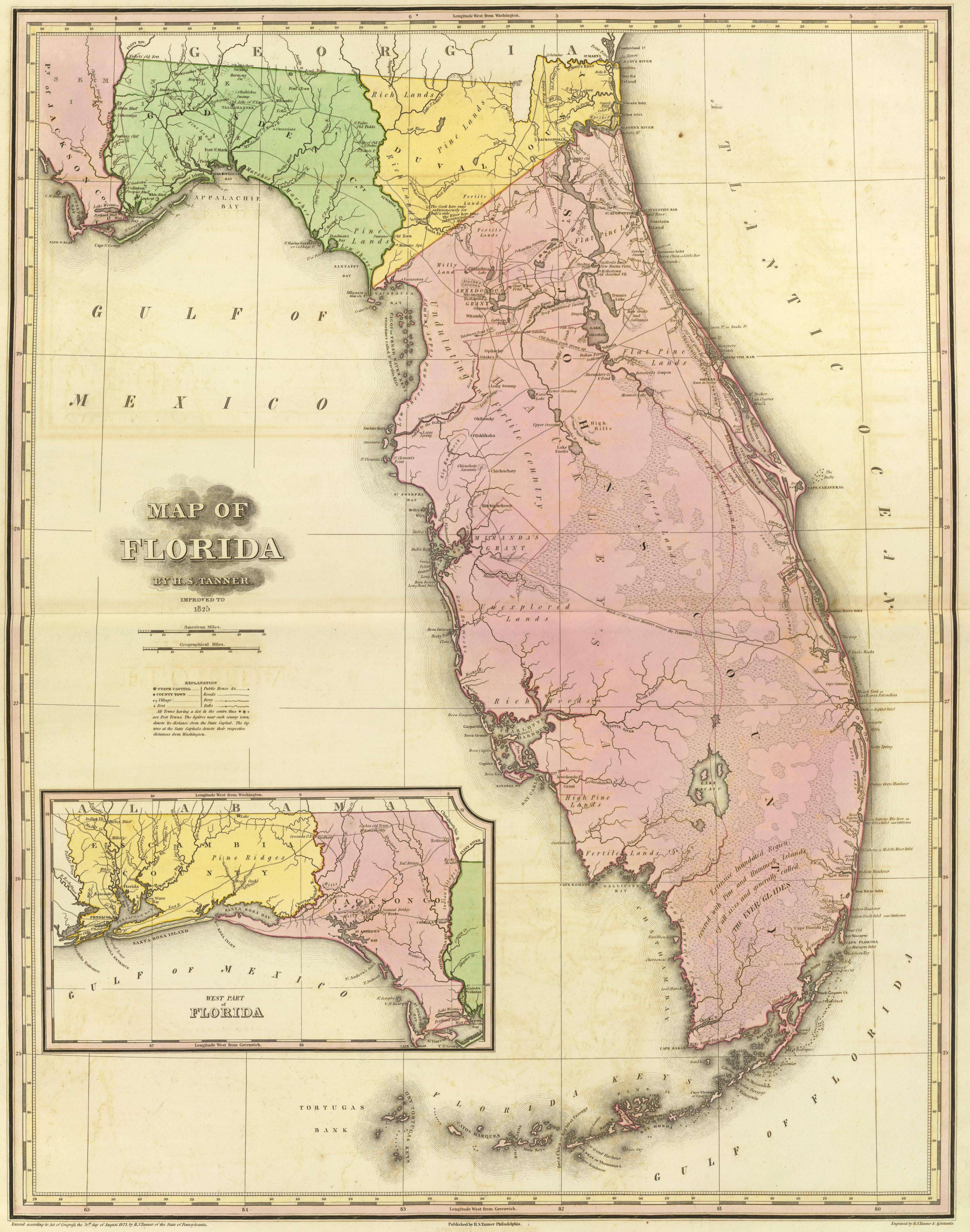
MAP OF
FLORIDA
BY H. S. TANNER.
IMPROVED TO
1825
American Miles.
Geographical Miles.
EXPLANATION
STATE CAPITAL
COUNTY TOWN
Village
Fort
Public House &c.
Roads
Ferry
Falls
All Towns having a dot in the centre, thus. are Post Towns. The figures near each county town, denote its distance from the State Capital. The figures at the State Capitals, denote their respective distances from Washington.
Longitude West from Washington.
Longitude West from Greenwich.
GEORGIA
GULF OF MEXICO
ATLANTIC OCEAN
APPALACHIE BAY
DUVAL CO.
Rich Lands
Pine Lands
Fertile Lands
Flat Pine Lands
High Hills
Fertile Country
Unexplored Lands
Rich Woods
High Pine Lands
MIRANDA'S GRANT
CAPE CANAVERAL
LAKE MAYACO
Extensive Inundated Region covered with Pine and Hummock Islands of all sizes and generally called THE EVER GLADES
FLORIDA KEYS
TORTUGAS BANK
GULF OF FLORIDA
Mule Keys
CAPE SABLE
ALABAMA
ESCAMBIA COUNTY
Pine Ridges
JACKSON CO.
SANTA ROSA ISLAND
SANTA ROSA BAY
PENSACOLA
GULF OF MEXICO
WEST PART of FLORIDA

Entered according to Act of Congress, the 20th day of August 1823, by H. S. Tanner, of the State of Pennsylvania.
Published by H. S. Tanner Philadelphia.
Engraved by H. S. Tanner & Assistants.